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MONDAY, MAY 10, 1920.

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REUTER'S TELEGRAMS.

OIL FOR THE EMPIRE.

FOREIGN ALLIANCES NECESSARY.

London, May 9.
Analysing the Mesopotamia oil situation, the *Oberver* declares that the future efficiency of the Empire depends on oil for vehicles, ships and aviation. Yet the Empire produces only two per cent. of the world's supplies. The vital need is sane co-operation with other countries for a decade until the Mesopotamian field is developed. Therefore we must have definite alliances with foreign enterprises on reciprocal terms, as America must become an importing nation. Our maximum security depends on the alliance between the Shell Company and the Royal Dutch Corporation, which associated concern does not depend on any one part of the globe, drawing from the Dutch East Indies, Mexico, South America, Rumania and Egypt, while the Venezuelan field will soon begin to operate. Hence the only sane British policy for half a decade is to encourage the Dutch-British alliance, but it is preposterous to suggest that we should co-operate, as before, with foreign interests while shutting them out of the use of our fields.

The development of Mesopotamia can best be done through the Anglo-Dutch alliance, as direct Government exploitation is impossible, exports saying that private energy will double the output. And as France is entitled to a large share of the oil yield, a satisfactory and sensible settlement should be drawn up by associating the Anglo-Persian Company and the Shell group with their Dutch allies and France, guaranteeing a maximum of commercial efficiency.

An agreement has been approved by the Petroleum Controller, the Admiralty, the Foreign Office and the Board of Trade. The Empire had never been presented with a wiser or fairer bargain, with which the French Government concurs. The only alternative is the throwing of Mesopotamia open to a new scramble for concessions, which would risk the whole transport and air services of the Empire. Incidentally, the *Oberver* notes that Mr. Lloyd George is paying tribute to Sir Robert Horne on this matter, opining that he is the ablest of all his colleagues.

THE MEXICAN UPHEAVAL.

CARRANZA TO RESIST REVOLUTION.

London, May 7.
A message from Mexico City says General Carranza has issued a manifesto refusing to abandon the Presidency. He is determined to fight the Revolution to a finish and will only hand over the Presidency to a legally-elected successor. He declared it an impossibility to hold the elections fixed for July 4.

ANOTHER MANIFESTO.

New York, May 7.
A message from San Antonio says General O'Bregon has issued a manifesto calling on Mexicans to support the revolt against Carranza.

SUPPORT FOR O'BREGON.

Nogales, May 6.
An unconfirmed report says General Francisco Villa, with two thousand men, has joined the Revolutionists at Chihuahua. Villa will eventually bring ten thousand men to support General O'Bregon.

IMPORTS AND EXPORTS.

SOME BIG INCREASES.

London, May 8.
Imports for April were £167,154,399 as compared with £112,065,823 for April last year and exports were £106,351,692, as compared with £58,482,412 and not as stated in an earlier telegram. The increased imports were chiefly in raw materials, notably raw cotton; whereas meat decreased over £7,000,000. The increased exports include over £40,000,000 for articles wholly or mainly manufactured, nearly £16,000,000 cotton yarns manufactures, £4,500,000 iron and steel manufactures, £4,500,000 woollen worsted and yarns, £3,300,000 for vehicles including locomotives for ships and aircraft, over £2,000,000 machinery, £2,000,000 manufactures of other textile materials.
The imports for the four months were £597,167,383, an increase of £238,505,239; exports £491,795,112, an increased of £195,946,077 as compared with 1919.

THE NAVY.

STATEMENT BY ADMIRAL BEATTY.

London, May 8.
Admiral Beatty, speaking at Glasgow, said that sea power to-day was as essential for the security and prosperity of the Empire as ever. The Fleet commission represented the minimum compatible with superiority and supremacy of the seas. Critics said we must have ships which could disappear under the surface one minute and be lost in the clouds the next. He dared say that those critics were right but the time for such ships was not yet. He disagreed with the statement that the day of the capital ship had passed. The capital ship was still the unit upon which the seapower of the Empire should be built. Nothing had been devised by critics outside a few windy paragraphs in newspapers to take the place of capital ships. The Navy must continue to be the connecting link between the mother country and the overseas dominions.

SIBERIAN TRADE.

SCHEME FOR RE-OPENING.

London, May 7.
Jonas Lied is now in London in connection with a new expedition to the Kara Sea. Interviewed by Reuters, he said he had been instructed by the Soviet Government to charter three steamers, each of 3,500 tons, and to load them with manufactures in exchange for cargoes of Siberian produce. The ships leave England at the end of July and will bring back Siberian cargoes by the end of September. Lied said he had already received offers of some millions of pounds worth of material such as the Russians urgently needed. To overcome the difficulties of ice, a scheme had been prepared for the erection of wireless stations and an aeroplane service to report on ice conditions.

REUTER'S TELEGRAMS.

AMERICA AND THE COMMUNISTS.

AN IMPORTANT RULING.

Mr. Wilson, the United States Labour Secretary, has ruled against the membership of the Communist Party in itself for deportation of aliens. He declared that while the Communist platform of this organisation indicated an intention to use violence there was no evidence of any intention to use violence against organised government. As a result of this ruling, the warrants under which several are detained have been cancelled.

A PROPOSAL FOR AMENDMENT.

Washington, May 9.
In consequence of the Department of Labour's ruling, the membership of the Communist party is insufficient to issue a deportation order, a special meeting of the Immigration Committee is being held to consider amendment of the immigration law.

HELPING GERMANY.

AN AMERICAN PROPOSAL.

Washington, May 9.
Senator France (Republican) has introduced a bill in the Senate to purchase the American material for Germany to purchase the American material for rehabilitation and also to help her to meet the demands. The bill authorises the War Finance Corporation to purchase of foodstuffs and other necessities for Germany, and to accept payment in six months.

THE PILGRIM FATHERS.

THE TERCENTENARY CELEBRATION.

Washington, May 6.
Congress has ratified the appointment of a Commission of delegates to arrange for the tercentenary celebration of the landing of the Pilgrim Fathers, and has appropriated \$100,000 in that connection. The State of Massachusetts will appropriate a similar amount.

SHORTAGE OF FREIGHT CARS.

CONGRESS ASKED FOR MORE.

Washington, May 7.
The Railway Executives have asked Congress for an additional \$500,000,000 for the construction of 100,000 urgently needed freight cars. The estimated total shortage of cars amounts to 235,000.

INDIAN COTTON SPINNERS STRIKE.

Ahmedabad, May 6.
The cotton spinners have struck owing to the Arbitration Board reporting by May 1st as expected.

LATEST SPECIAL TELEGRAMS.

(From Our Own Correspondent.)

ROME-TOKYO FLIGHT.

Shanghai, May 10.
Ferrarin flew from Shanghai to Tsingtao to-day. He is going to Peking, Mukden and Seoul. Masiero follows on Wednesday.

(Other Early and Special Telegrams on Pages 2 and 3.)

NO CHITS.

AMERICAN IN DIFFICULTY.

Alas that the good old system of signing chits at public bars exists no more; otherwise Mr. J. Farquhar, who comes from "bone-dry" America, and was consumed by a raging thirst, would have been accommodated, and saved from odious Police Court proceedings which resulted from his failure to pay the Hongkong Hotel in the matter of a few dollars' worth of drinks consumed by himself and his cronies. In a fit of generosity, Mr. Farquhar last night invited a number of his compatriots into the bar of the Hotel, where they pledged their friendship over such delectable nectars as sodas, whiskies, ginger-beers, etc., etc.

When the time for paying for the pleasures came, Mr. Farquhar, according to his own statement, made the terrible discovery that the money he had in his pocket, which he had mistaken for Hongkong notes, consisted of yen notes. It was a mistake, and he

went to Mr. J. Cotton, an employee at the Hotel, and offered to revive the defunct system of signing chits. That gentleman, amused, told the American that it would be going against the regulations were such a practice revived.

"What are you going to do with me now?" asked Mr. Farquhar. "You can take me up to Court if you like."

Strange to relate, the friends who had been a minute or so before so royally entertained by Mr. Farquhar did not come to his rescue with offers of a loan to tide over his financial difficulties. As it was, being unable to save himself, Mr. Farquhar had to face the Magistrate's music at the Police Court this morning.

Mr. Cotton informed the Court that he had been accustomed to requests for signing chits by Americans on many occasions.

Mr. Farquhar informed the Magistrate that he had lots of money on board his ship and was ordered to pay his debt from this store. The Magistrate also decreed that he was to go on board the ship for the purpose, accompanied by the police.

MOTOR ACCIDENT.

CAR TOPPLES OVER EMBANKMENT.

Mr. L. N. Lee, a Chinese, was driving a motor car containing himself, Mrs. L. N. Lee, and Mrs. L. N. Lee, whilst on the way back to Kowloon, the car toppled over an embankment, with the result that Mrs. Lee was rather badly injured, and the other two were shaken and bruised. The car had been going off at a gallop when returning via the Kowloon-Canton Railway, and the car, which is owned by Mr. Lee, was being driven by his chauffeur, got on to a soft patch of the road about three or four yards from an embankment. The chauffeur slowed down and endeavoured to get out of the deep rut made by the wheels of the car, but he was unable to bring the machine up, with the result that it toppled over the side and fell with its occupants into a paddy field some twenty or thirty feet below.

Just at this moment, a car owned and driven by Mr. C. D. Lambert, of the Kowloon-Canton Railway, with whom were Mrs. Lambert and Mr. and Mrs. A. Hicks, passed by on the outward run. The occupants, just before approaching Mr. Lee's car, saw that the latter was in difficulty and they were horrified a moment later to see the vehicle plunging over the embankment. Mr. Lambert and the other members of his party immediately rushed down the embankment and rendered what aid they could. The car, which had evidently turned a complete somersault, was lying on its side deeply embedded in the mud, with its fore part badly smashed. It was little short of miraculous that none of the party were pinned beneath the car, which fact undoubtedly accounts for the circumstance that the mishap did not have a fatal termination. It was soon seen that Mr. Lee was injured most. He was bleeding freely from wounds in the head and was in great pain from other injuries. Mrs. Kilgour was also badly shaken and bruised and she also had a nasty cut on the leg. Mrs. Lee and Commander Kilgour happily escaped with nothing more serious than bruises and a bad shaking.

Everything possible in the circumstances was done for the injured ones, and it was fortunate that two other cars, homeward bound, appeared on the scene shortly afterwards. One of these was occupied by Mr. H. Sieling, manager of the Orient Tobacco Manufacturing, and his fiancée, and this was kindly placed at the disposal of the most badly injured, whilst the other car, in which were the Hon. Mr. W. Chatham and his wife, also took back other members of the unfortunate party. Mr. Lambert's car, which was a small four-seater, hurried back to Kowloon and later returned and picked up Mr. Sieling and the lady accompanying him.

Mr. Lee and the other members of the party were, on arrival in Hongkong, taken aboard the Tamar, where their injuries were attended to, and later it was possible to remove Mr. Lee to his home. He was, as stated, the most badly hurt, it being found on examination that he had sustained two nasty scalp wounds and dislocated his shoulder. On enquiry this morning we learn that, though still suffering from the effects of his injuries, he is progressing fairly well and had a fairly good night.

THIEVES IN A COURT OF JUSTICE.

A message from Tours states that recently four burglars broke into the Law Courts there, blew up with dynamite a safe, and got away with 5,000 francs. Not the least amusing detail was that the burglars used the robe belonging to the chief clerk to stifle the noise of the explosion.

RESTAURANT ROWS.

A CHINESE CAUSES TROUBLE.

An unpleasant incident took place at the Kung Wo Restaurant at West Point on Saturday night, and last night at a Chinese Theatre in the same district. The incident at the Kung Wo Restaurant, a Chinese restaurant, was on Saturday night. At the close of the feast, one of the Chinese present is said to have taken up a tumbler which he threw at a Portuguese who received the full force of the missile in the face. Shortly afterwards, the same man threw another tumbler, but it was a comical hit this time who received the missile, which severely cut his face. Those present urged that the man should be given into custody, but before any efforts could be made in this direction, he had beat a hasty retreat from the premises.

The culprit was next heard of at the Wo Ping Theatre, where he betook himself after leaving the Kung Wo Restaurant. After having sealed himself for a few minutes, he arose, and whilst going out of the stalls, he struck a Chinese, alleging that he obstructed his path. A fight between the two men then ensued, in which he who fought for self-defence received several blows on his face which made it bleed profusely. Police whistles were blown, and a disturbance ensued when the culprit attempted to assault all who attempted to arrest him from this building. The actors on stage found it necessary to leave their performance unfinished, and the crowd began to make a awful din. Order was restored when the Police came to the scene, but before this the originator of all this mischief had time to make himself scarce.

DAY BY DAY.

The Denniston Players concluded their Hongkong season on Saturday night, with a clever presentation of the comedy, "Our Wives." The Company is giving a short season in Canton before leaving for the South.

The remains of the late Mrs. W. G. Humphreys, who recently died in the United States, have been brought back to Hongkong, and the funeral is to take place this evening, the cortege passing the Monument at 3.30 p.m.

The Police have arrested a madman who caused great alarm to the passengers of a tram car by, without any apparent cause, blowing lustily on a Police whistle. The remonstrances of other persons, including a policeman, proving to be of no avail, he was arrested and to-day charged at the Police Court with behaving in a disorderly manner. The condition of his mind was very apparent, when he jumped about in the dock in a fit of maniacal glee, and even challenged to fight anyone who would take him on. Upon the recommendation of Inspector Moore, the prisoner was consigned by the Magistrate to the care of his brother who would endeavour to send him back into the country. Now the madman has raised additional difficulties by his threat to throw himself into the sea if he is compelled to go home.

OTHER MOTHERS' BABIES.

It was remarkable what leisured women would do for other people's babies, said Dr. Porter, M.O.H. for Marylebone. In his own borough a lady called daily at the creche and took out three babies in a perambulator, with as many as 15 toddlers hanging on to her expensive fur coat.

CIVIL SERVANTS' SALARIES.

SOME OF THE INCREASES.

The new scale of pay for the Medical Department has just been communicated to them by the Government. The main features of the new scale are as follows:—The Medical Officers, who number five or six, get about 35 per cent. increase, from the 1st of January, 1920, £1,500 to £1,920 a year. Under the old scale officers received from £900 to £1,750 a year.

The Nursing Staff get an increase of 50 per cent. on their salaries, but the Matrons will receive a little more than this. Under the new scale, as previously announced by us, all bonus and allowances are eliminated.

The two assistant analysts now get from £200 to £200 a year compared with £150 to £150 previously, and the Analyst from £200 to £200 a year, as against £150 to £150 previously.

The Bacteriologist and the Assistant Health Officer of the Port come under the new scheme as "Medical Officers" and will draw from £200 to £1,000, by annual increments of £25. They previously received from £150 to £220.

The main features in the Judicial Department are as follows:—The Chief Justice, £2,400, as against £2,000 previously. The Puisne Judge, £1,600, against £1,200, and £600 allowance.

In the Educational Department, the Inspector of English Schools is to receive £750 to £900, against £600 to £750; the Inspector of Chinese Schools from £750 to £900, against £600 to £750; Headmaster of Class I, from £250 to £270; Headmaster of Class 2, from £200 to £250; Headmistress of Balliol Public School, £300 to £350; Headmistress of Peak School, £400 to £500.

RAILWAY OVERSEER SENTENCED.

At this Magistracy this afternoon, the case was concluded in which John Arthur Reynolds, overseer on the Kowloon-Canton Railway, was charged with impersonating a constable. The Magistrate inflicted a fine of \$50, or six weeks' imprisonment.

TO-DAY'S EXCHANGE.

The closing rate of the dollar, on demand, to-day was 4s 3/4d.

THE WEATHER.

Forecast:—Rain. Barometer:—29.66. Temperature 2 p.m.:—73. Humidity 2 p.m.:—88.

SIAMESE TWINS NOT TO BE SEPARATED.

Considerable interest has been shown in the career of the "Siamese" twins, Lucio and Simplice Godino, who are students at St. John's College in Washington. After an examination, specialists announce that they think the operation of separating the boys possible and harmless. The boys, however, say, "Do not separate us; we are happy as we are." Their guardian refuses to have the operation performed without their consent.

DON'T FORGET.

TO-DAY.

Golf Club.—Adjourned meeting at Chamber of Commerce Room—5.15 p.m.
Coronet Theatre—5.15 and 9.15 p.m.

TO-MORROW.

Hongkong Horticultural Society.—Annual meeting at Jardine's office—5.15 p.m.
Coronet Theatre—5.15 and 9.15 p.m.

NOTICES

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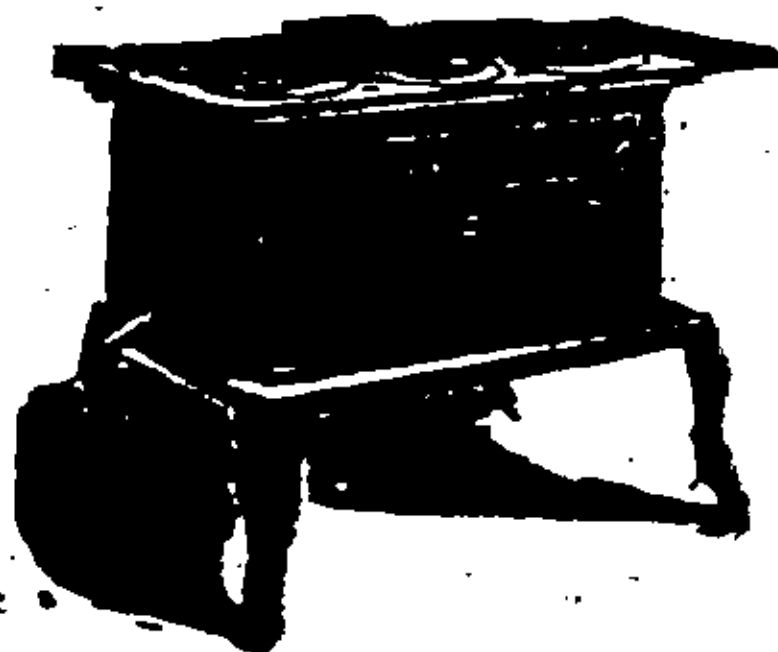
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EARLIER TELEGRAMS

(Continued from page 2.)

THE POLISH OFFENSIVE.

London, May 7.

The Polish offensive forestalled a great Red offensive at Antilemburg. It has transpired that the Reds concentrated for this fifty divisions with huge English munitions captured from Kofchak and Desikan which are now in the possession of the Poles. Still there is no confirmation officially of the fall of Kiof but well informed people believe it is captured or is merely awaiting the Ukrainian forces with a view to joint occupation. Lenin and Trotsky have issued a proclamation of frantic appeal to mobilise all the best fighters declaring that all Soviet Russia is in danger.

The Reds admit having fallen back on new positions immediately west of Kiof. Meanwhile the Poles are pressing attacks from the west, south-west and north. The Ukrainians point out they have no intention of abandoning their independence or becoming subject to the State of Poland.

A Moscow wireless states that M. Tchitcherin has agreed to a proposal by Lord Curzon to negotiate with General Wrangel and British officers for the purpose of ending hostilities in the Crimea, also to take into consideration British interests in the Caucasus. The Soviet Government has offered immediately to negotiate peace with the Caucasian states.

PRINCE OF WALES.

Wellington, May 8.

The Prince of Wales on Thursday proceeded through wildly enthusiastic crowds to Parliament House where he was welcomed by a distinguished gathering headed by the Governor-General and Premier. The Prince, responding to an eloquent welcome by Mr. Massey, glowingly referred to the services of the New Zealanders in the war. He added that industrial unrest was natural but would only result in good if they adhered to British traditions of steadiness, fairness and common sense.

GERMAN AIR SERVICE.

Berlin, May 7.

It is semi-officially stated that the German military air services are to be disbanded to-day in accordance with the Peace Treaty. The "Taeglischer Rundschau" states that the Entente Commission intends to destroy all aerodromes and flying establishments, leaving only one hangar and one aeroplane factory, which can be used for an international air service.

THE GERMAN ARMY.

London, May 7.

The French Ministry of War states that the German military effectives exceed 544,000. This is interesting because the effective disarmament of Germany is one of the principal subjects of the Spa Conference. Comparatively, the British Army is 225,000 exclusive of India, the French 700,000 and the United States 316,000.

FIGHTING IN GERMANY.

Brussels, May 7.

A message from Frankfurt states that fighting is continuing close to Dusseldorf between the Reichswehr and the Reds. The latter were driven back and left ten dead. One detachment was pursued and took refuge in the British zone. Dusseldorf is quiet but disorders are feared. Reichswehr occupy Eibelfeld and Remscheid.

THE SPA CONFERENCE.

Brussels, May 7.

It is reliably understood that Germany intends asking France to postpone the Spa Conference from May 25th until after the Reichstag elections which are fixed for June 10.

London, May 6.

Reuter learns that the German Government has accepted the proposal to meet the Supreme Council at Spa.

BRITISH TRADE.

London, May 5.

The imports in April totalled £197,154,379, an increase over April 1919 of £104,290,572 and an increase over April 1918 of £55,053,156. The exports in April amounted to £166,251,692, an increase over April 1919 of £52,193,273 and an increase over April 1918 of £47,769,250.

TURKISH PEACE DELEGATION.

Paris, May 7.

The Turkish Peace Delegation arrived at Versailles and were lodged in the former quarters of the German Delegation, the Hotel Reservoirs. The delegation consists of Tewfik Pasha (President), Reshid Bey, Fehdudin Bey, Djemil Pasha and General Mahmud Muktar.

SUNDERLAND BY-ELECTION.

London, May 7.

The Sunderland by-election result is as follows:—Mr. Hamar Greenwood (Coalition Liberal) 92,813; Doctor Y. H. Rutherford (Labour) 44,379; Mr. Howe (Independent Liberal) 5,065.

MEXICAN REVOLUTION.

London, May 7.

The newspapers in Washington state that President Carranza has fled from Mexico City to Vera Cruz in consequence of the widespread revolution.

MR. LLOYD GEORGE MUCH BETTER.

London, May 6.

Mr. Lloyd George is very much better. He has gone to the seaside for a few days to recuperate.

WORLD'S MIDDLEWEIGHT BOXING CHAMPIONSHIP.

Boston, May 7.

Johnny Wilson won the World's Middle-weight Boxing Championship. He was awarded the decision over Mike O'Down in a twelve round contest.

HOME CRICKET.

London, May 7.

Warwickshire beat the University at Oxford by 36 runs.

LAWN BOWLS

ANNUAL MEETING OF HONGKONG ASSOCIATION.

At the annual meeting of the Hongkong Lawn Bowls Association held at Police Club on Friday, Insp. Gerrard in the chair, the following were elected as Office bearers for the current year:—

President: Mr. Geo. Gerrard, Kowloon Cricket Club.

Hon. Secretary and Treasurer: Mr. D. Gow, Kowloon Bowling Green Club.

Committee: Messrs Muir and Lapeley (Kowloon), Muirhead and McLachlan (Taikoo), Stanley and Saru (Civil Service), Grant and Kent (Police).

The following was the result of the draw for the opening matches in the League Competition to be played on May 20th.

Civil Service	vs	Police
Police	vs	Kowloon
Taikoo	vs	Kowloon Cricket Club

It was decided to re-constitute the Open Singles Championship of the Colony. This had fallen through during the War owing to the insufficiency of competitors. The meeting unanimously approved of this and it was decided that the entrance fee be, as before, \$2 for each competitor. The competition is open to all bona fide members of the affiliated Clubs. Entries for this competition will close on June 12.

The Chairman announced that through the energies of Mr. Hamilton of the Taikoo Bowling Club, the Association has been presented with cups for the winners of the league and championship by a donor who wished to be anonymous. This was received by the meeting with enthusiastic applause.

OPENING DAY AT KOWLOON.

Kowloon Bowling Green Club opened its lawns for the season on Saturday afternoon with a very successful "at home." A spoon competition was held, the following being the result:—

Messrs. Guy (skip), Wotherspoon, Pryce and Dixon beat Messrs. Morrison (skip), Parkes, Chapman and Seccomb 23—19.

Messrs. Duncan (skip), Blackman, Dickens and Foulds beat Messrs. Russell (skip), Grant Wright and Henderson 18—16.

Messrs. Lapeley (skip), Amery, Taylor and Keith beat Messrs. Gow (skip), Muirhead, Holland and Simpson 18—17.

Messrs. Melver (skip), Watt, Fincher and Lambert beat Messrs. W. Gerrard (skip), G. Gerrard, Muir and Davidson 26—14.

Messrs. Blackburn (skip), Haig, McLeod and Whyte beat Messrs. Allan (skip), McKenzie, Hoare and Henderson 27—19.

Messrs. Silstone (skip), Sloan, Pettyjohn and Gardiner beat Messrs. McLaggan (skip), J. Brown Searle and D. J. Brown 22—15.

At the close of play, Mr. Gow (President) thanked the visitors for attending in such large numbers and Mrs. Gow presented spoons to the winners.

A vote of thanks was given to the ladies on the call of Mr. J. Parkes for presiding at the tea table. This ended an enjoyable afternoon.

SANITARY BOARD.

QUESTIONS BY DR. OZORIO.

At to-morrow's meeting of the Sanitary Board, Dr. F. M. G. Ozorio, pursuant to notice, will ask:—

(1) Will the Government accelerate the completion of the roads around "Homocentin" as in their present conditions they contain pools which may breed mosquitoes?

(2) Does the Government contemplate the creation of the post of Factory Inspector? If so, will the post be open to women?

(3) Will the President appoint a sub-committee to study the need or otherwise of building concrete dustbins in the smaller lanes so as to facilitate the scavenging of the Colony?

(4) Has any answer been received from the Government to the report of the sub-committee of the scavenging of the Colony? If so, why has it not been laid on the table?

COUNT'S £530 ESTATE.

The will of Count Wenzel Wratzlow, who served in the British Army, although holding an Austrian title, and of his wife, Countess Francis Wenzel Wratzlow, were both published yesterday. The Count died on Jan. 11, 1919, and his wife on June 8 last. She left property of the value of £9,217 5s., while her husband's estate is valued at £530.

NOTICES

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(Fletcher & Co., Ltd.)
22, Queen's Road Central.

HOME RULE.

THE RECENT DEBATE.

The Times Parliamentary correspondent wrote on March 31 as follows:—Soon after 1 o'clock today a bitter northeaster began to blow over the House, killing the delicate, bracing to those who could stand it. It was Sir Edward Carson saying good-bye to his old Unionism and welcoming a new and better Unionism. For that was what the speech meant to those who could face it without being shrivelled by the dryness. After all one never knows how cold winter is until spring is here.

The greater part of his speech consisted in a reassertion of the Orange faith in its harshest form, with all its provincialism, self-righteousness, and sectarian bigotry. The Bill was a half-way scheme which would offend the friends of England and give a lever to her enemies. He did not believe before the greatness of England, and at the same time attacked her politics. If the Union had failed it was because of the corruption of English political parties. He attacked the Liberals in particular, and his criticism of Mr. Asquith's speech was deadly. He attacked the United States, too, for the jargon of "self-determination," and making the world safe for democracy with which it had afflicted politics. "Making the world safe for hypocrisy," he added, in a priming aside. The ability of it all was unquestionable. Sir Edward Carson is an orator who owed nothing to distinction of phrasing; in politics he persuaded no one who is not already persuaded; his ideas are thrown at you like stones to hurt instead of like burrs to stick and be carried unconsciously away with you. A brogue, a catch in the voice, a good musical fall of the sentence; add honesty, obstinacy, and other moral virtues and one would have thought until near the end of the speech that that was the whole of Sir Edward Carson's quality in politics.

But at the end of the speech the cactus flowered. If the South and West came to him and said, "You and I are both lovers of our country. Let us do our best for it," then, he said, I would grasp their hands, and say "With all my heart." What was more, if that process continued, before long Ireland might unite. Ulster would do her best with her Parliament, and, though she had never asked for more than to be left alone, the prospect of a local Parliament, if a stormy landscape, was crossed by rays of sunshine. Then followed another squall, and the flower was dashed to pieces. But one knew when he sat down that he had got up to say just the one noble and generous thing that he feared about with many spikes. Ulster will have a Parliament, though it never asked for one, and will make a success of it. It is inconceivable that the rest of Ireland, which has asked for a Parliament, will refuse to emulate the success of Ulster.

INTERROGATIVE POLICY. When one re-entered the House Mr. Adamson was gambling like a hippopotamus in the backwaters of debate. The House was full in expectation of the Prime Minister. "I want to ask," said Mr. Adamson, and the House shrieked with laughter. One gathered that the point of the laughter was that he was better at asking questions than answering them. His policy, as Mr. Lloyd George put it later, was a note of interrogation. But this House laughs very easily. "Good old Northcliffe," Sir Edward Carson had said earlier in the debate, apropos of certain very creditable correspondence in 1916, and the House had rocked with nervous or perhaps music-hall laughter. The way they laughed at Mr. Adamson reminded one that Hobbes derived a sense of humour from the primitive pleasure of seeing someone in difficulties. Mr. Adamson floundered badly, but he showed a good heart and he was much less sticky than usual.

Gravity follows naturally on laughter and there could have been no better introduction than the passages with Mr. Adamson for a solemn argument. Mr.

Asquith had come very badly out of the debate; the Labour members were seen impaled on their own generalities. Sir Edward Carson had a frown on his face, but he had held out his hand; the Nationalists were rubbing the bruises they had suffered in their fall (were the gestures unnatural in a party which in 1916 had been legged down so badly as they walked trustfully arm-in-arm with the Government of that time?), but for all that were not, one is convinced, so hostile to the Bill as they pretended to be. The treatment indicated was surely an emollient for Nationalist bruises and a patient exposition of the undoubtedly sincere and patriotic motives of the Bill, and of the reasons for hoping that it might achieve its object of Irish unity. To criticize the Prime Minister's Parliamentary tactics is like criticizing Napoleon's strategy, but instead we got a speech which in its early passages was unnecessarily rasping. He spoke of Mr. Asquith's "vehement futility" and rubbed a defeat in argument that was already crying aloud. He basted the Labour members in the thin juice of their well-meanting abstractions. He rounded on Mr. Devlin for calling the measure of Home Rule a wretched thing, and said that Wales or Scotland would be grateful for such a measure.

MISPLACED COMEDY. He went out of his way to hold up Welsh and Scottish nationalism as an example to the Irish and, forgetful of places like Dwygyfylchi, complained of the Gaelic names that were at street corners in Dublin to the confusion of honest patriots. He was in high spirits, and by way of confuting Mr. Asquith's gibe comparing the Council to a fleshless and bloodless skeleton, pointed out that like Sir Eric Geddes it had control of transport. Who would call him a fleshless and bloodless skeleton? he asked, turning towards Sir Eric Geddes. It was all quite relevant, but too much of it was going over ground already trodden free of verdure, and the note of comedy was out of place with bruises and heartaches on every side. But perhaps one is too soft-hearted. At the end of his speech Mr. Lloyd George struck a higher note. His metaphor comparing Ireland to a tree which had struck its roots too deep in history and needed root-pruning was penetrating and just. "Union," he exclaimed again. "There is no union. A grasping root is not union." The passage, again, in which he spoke of the fatal results of the dissociation of the Irish people from their Government went near to the heart of the case for Irish Home Rule. There were other good passages in the speech, but the psychology was out of tune, and one could imagine the thing being better done. It was not one of his great speeches.

Mr. Lloyd George had reasons apart from the holidays for high spirits. The debate as a whole has come very well indeed for the Government, and throughout one's conviction grew stronger that this Bill, which admittedly no one in Ireland wants, is on the right road to give the friends of both countries what they all will some day want. But the Committee stage will be the important one. The House gave the Bill a second reading by 348 votes to 94.

FARM WAGON AS A "HOME." Marlborough magistrates were told recently that a man, his wife and three children had been found living in a hut measuring 10ft. 4in. The "hut" was in a field near the village of Shalbourne, and had been made out of an old farm wagon. It was without a chimney, but had a stove. All five slept on one straw palliase covered by a dirty sheet and some rags. Fortunately, although very filthy, the three boys were well nourished. A police officer told the magistrates that before they took possession of the hut the family had lived in a rough shelter under a hedge, where one of the boys was born. The parents, who were sent to prison for three months, denied neglect, and alleged that they paid a farmer 1s. 6d. a week rent for the hut, being unable to find any other accommodation.

PUBLIC AUCTION.

By order of the Mortgagees Mr. Geo. P. Lammert has received instructions to sell by:

PUBLIC AUCTION

on FRIDAY

The 21st day of May, 1920.

at 3 p.m.

at his Sales Room, Duddell Street, Victoria, Hongkong.

The following valuable Leasehold property situated at Victoria in the Colony of Hongkong, viz:—

ALL THAT piece or parcel of ground situate at Victoria aforesaid and known and registered in the Land Office as SUB-SECTION 1 of SECTION C OF INLAND LOT No. 1417 Together with the messuage erected thereon known as No. 20 Aberdeen Street Victoria aforesaid. Term 999 years created by a Crown Lease dated the 15th day of June 1898. Proportion of Annual Crown rent \$6.50. Area about 952 Square feet.

For further particulars and conditions of sale apply to

JOHNSON STOKES & MASTER

Prince's Building, Ice House

Street, Hongkong

Solicitors for the Mortgagees,

or to

Mr. GEO. P. LAMMERT,

The Auctioneer.

Hongkong, 7th May, 1920.

PUBLIC AUCTIONS.

The Undersigned have received instructions to sell by Public Auction on

Monday, the 10th, May, 1920,

commencing at 11 a.m.

at their Sale Rooms, 6 Duddell

Street

5 casks Soft Soap

6 bags Soda Ash

1 Bacon Slicer

2 cases Imitation Vermillion

9 barrels Ship Varnish

8 drums Bright Red Anti-

fouling Composition Paint

4 cases Pickles

4 cases Jelly

Terms: Cash on delivery.

LAMMERT BROS.

Auctioneers.

A COMPLETE AERATED WATER

PLANT FOR SALE.

The plant is complete and guaranteed to produce 10,000 gallons of aerated water per day. The complete plant will cost \$1,500.00. Arrears \$100.00 per day.

KWONG SANG HONG LTD.

P.O. Box 225, Hongkong.

HONGKONG.

NOTICE TO CONSIGNEES.

NIPPON YUSEN KAISHA.

From EUROPE AND STRAITS.

The Company's Steamship

"DELAGOA MARU"

having arrived from the above

ports, Consignees of Cargo are

hereby informed that their Goods

are being landed and placed at

their risk in the Hongkong, and

Kowloon Wharf and Godown

Company's Godowns at Kowloon,

where each consignment will be

sorted out mark by mark, and

delivery can be obtained as soon

as the Goods are landed.

Goods not cleared by the 17th

May, 1920, will be subject to

rent.

Damaged packages must be left

in the Godowns for examination

by the Consignee's and the Co.'s

representatives at an appointed

hour on Tuesday & Friday. All

claims must be presented within

ten days of the steamer's arrival

here, after which date they cannot

be recognised. No claims will be

admitted after the goods have left

the Godowns.

NIPPON YUSEN KAISHA.

Agents.

Hongkong, 10th May, 1920.

NEW ADVERTISEMENTS.

THE ROYAL MAIL STEAM PACKET CO.

THE STEAMSHIP

"PROFESSOR"

will sail for Shanghai only on or about the 15th May, 1920, and has excellent accommodation for 1st and 2nd Class passengers.

First class \$65.

Second .. \$50.

For further particulars apply to—

JARDINE, MATHESON & CO., LTD.

AGENTS.

NOTICE.

REPULSE BAY HOTEL.

THE MISSES DE VINE AND

TERREY

SOCIETY ENTERTAINERS

will introduce

HARMONY AND SONG

at the usual

TEA DANCING AND DINNER

DANCE

to be held

on

WEDNESDAY, MAY 12th.

and

SATURDAY, MAY 15th.

SUNDAY, MAY 16th.

Orchestral Concerts during

Tea and Afternoon.

NOTICE.

THE CANTON INSURANCE

OFFICE, LIMITED.

NOTICE TO SHAREHOLDERS.

The thirty-ninth Ordinary

Yearly Meeting of shareholders

will be held at the Offices of the

undersigned on Tuesday the 25th

May 1920, at 11.30 a.m.

The Transfer Books and

Register of Members of the Company

will be closed from the 11th May

to the 25th May, both days in-

clusive.

JARDINE MATHESON &

CO., LTD.

General Agents.

Hongkong, 3rd May, 1920.

PUBLIC AUCTION.

The Undersigned have received

instructions from Messrs.

Thoresen & Co. to sell by Public

Auction on

Tuesday, the 18th May, 1920,

commencing at 3 p.m.

at their Sale Rooms, Duddell

Street.

The Steamer "DAGMAR"

as she now lies in the Menam

River, Bangkok, with all her

machinery, gear and appurten-

ances etc.

1457 tons gross Reg.

921 tons net Reg.

1900 tons deadweight capa-

city on 17 feet mean draft

Speed 10 knots

This steamer went ashore in

the Gulf of Siam, was salvaged, and

towed to Bangkok, where she was

dry-docked and patched up.

Inspection orders on application

to the East Asiatic Co. Ltd.,

Bangkok.

The steamer to be at purchasers

risk after fall of hammer, when

purchase money is to be paid.

For full particulars apply to

LAMMERT BROS.

Auctioneers.

or

Messrs. THORESEN & CO.

Hongkong.

ST. JOHN'S CATHEDRAL

MONDAY

NEXT

ORGAN RECITAL

AT

6 P.M.

NOTICE.

HONGKONG HORTICULTURAL

SOCIETY.

The Annual General Meeting of the Members of the above Society will be held on Tuesday 11th May at 5.15 p.m. in Messrs. Jardine Matheson & Co's Board Room.

Agenda To receive and pass the

Committee's Report and

Statement of Accounts.

Election of officers &

new Committee for the

ensuing year.

H. B. L. DOWBIGGIN,

Hon. Secretary

NOTICE.

HONGKONG GYMKHANA CLUB.

The 3rd GYMKHANA MEET-

ING of the season will be held

at HAPPY VALLEY on SATUR-

DAY, the 15th inst. commencing

at 3.30 p.m.

The Charge of Admission will

be \$1.00 for others than Members

of the Hongkong Jockey Club or

Gymkhana Club.

Soldiers and Sailors in uniform

Half Price.

The Committee invite the

Ladies of Hongkong to be present.

Hongkong, 7th May, 1920.

NOTICE.

ST. JOSEPH'S COLLEGE

BRANCH, KOWLOON.

Pitman's Shorthand Evening

Classes.

A class for young men will

commence on Monday 3rd May.

For particulars apply by letter to

the above address.

NOTICE.

THE ROYAL HONGKONG

GOLF CLUB.

The Adjourned General Meet-

ing of Members will be held in

the Chamber of Commerce room,

City Hall, on Monday 10th May

at 5.15 p.m.

By Order of the Committee.

L. S. GREENHILL

Hon. Secretary.

ADVERTISE YOUR WANTS.

WHAT YOU WANT SOMEONE HAS—WHAT YOU DON'T WANT SOMEONE ELSE DOES.

ONE CENT PER WORD PER INSERTION

Two Cents if not Prepaid.

A SMALL ADVERTISEMENT IN THESE COLUMNS WILL BE PRODUCTIVE OF MANY ENQUIRIES

REPLIES AWAIT BOX No. 1—346 347 352 & 355

TO BE LET.

TO BE LET.—A five-roomed house at Peak, fully furnished and conveniently situated to be let from beginning of June for three or four months, rent \$250 per month. Apply P.O. Box No. 6.

FOR SALE.

FOR SALE.—Steel Motor Lighter, length 70 ft. beam 15 ft. depth of hold 8 ft. Cargo capacity 55 tons, hatch 10' 6" x 7' 50 H.P. Kerosene Motor loaded; speed about 6 1/2 M.P.H. Practically new; inspection invited. Apply Box 356 c/o "Hongkong Telegraph."

NOTICE.

THE CHINA FIRE INSURANCE

COMPANY LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN

that the 51st ORDINARY YEAR-

LY MEETING of the Company

will be held at its Head Office,

Nos. 3 and 4 Queen's Buildings on

FRIDAY 21st MAY, 1920, at

12.30 p.m., for the purpose of

receiving the Report of the Direc-

tors together with the Statements

of Account to 31st December 1919

and of declaring Dividends etc.

The TRANSFER BOOKS of

the Company will be CLOSED

from 8th May to 21st May, both

days inclusive.

By Order of the Board,

C. H. P. HAY,

Deputy General Manager.

Hongkong, 4th May, 1920.

NOTICE.

It is hereby notified that on

the 21st May, at the Treasury of

Macao, at 3 p.m. tenders are

invited by verbal competition for

the Monopoly of Opium, for the

period of three years, commencing

from 1st August 1920 to 31st

July 1923.

All the terms and conditions for

the tender can be obtained on

application at the Portuguese

Consulate in Hongkong, or at

the Treasurer's Department in

Macao.

PLINIO TINOCO,

Treasurer.

Treasurer's Office of Macao,

22nd April, 1920.

NOTICE.

HONGKONG VOLUNTEER

DEFENCE CORPS.

Members are reminded that the

MR. LLOYD GEORGE.

DEFENCE OF THE COALITION.

In the course of his recent speech at the National Liberal Club, Mr. Lloyd George said:

Everywhere in Europe you have unrest and dissatisfaction. In two-thirds of Europe you have no settled government to-day that you can depend upon.

Authority is weakened and weakening. Are you sure it won't spread? Take the most settled countries—America, France, Britain, Italy—there are more strikes than there have been within living memory.

I go straight from here to settle a vital dispute with one million of workmen of this country who are producing something which is essential to the life of the community, and I am engaged in party warfare and conflicts as if nothing particular was happening.

WORK-OUT TAGS.

I looked at Mr. Asquith's speech to see what remedy he had for all this, what constructive proposal, what suggestion. There were worn-out tags about that he would not be tied to the wheels of anybody's chariot. He was not going to hew wood for anybody else, and he would not draw water for anybody.

Not a single constructive suggestion of the great world crisis. Words, words, words.

You cannot feed hungry Europe out of a dictionary. (Cheers.)

Can he see any way of meeting the solution of these difficulties except Coalition? Where is it? Where is the material for a Government in this country except in Coalition? I do not say this Coalition, but a Coalition of parties.

Where is it? He himself knows that, if there were a dissolution, he could not form a Government without coalescing. He says, "Ah, well, there is the Labour party. There are many roads we can travel along side by side."

That is not what makes a Government. To make a Government you must map out your journey.

You must make up your mind where you are going, and you must know who is going right through with you. (Cheers.)

PARTING AT CROSS ROADS.

What is the good of men who say, "we will go along your road as long as it goes our way," and the moment they come to a cross road which suits them better they leave you to push the cart along alone, and then they say, "We will come back sooner or later?"

What is the good of all that? You must get men who will take the cart right along the way. Let me say another thing.

Coalition is give and take. (Cheers.) It does not mean that one of the parties gets everything and the other nothing. In Coalition you must carry your partner's parcels in the cart as well as your own.

Mr. Asquith knows that and, whether he coalesces with Socialists or coalesces with Unionists, whether he coalesces with one or coalesces with the other, depends entirely on the bias.

He will find exactly the same difficulties; he will have to meet them in the same way.

You may ask us, What is your journey? What are you aiming at? Where are you going? Our journey is peace throughout the world, and reconstruction.

Until that is done the task of the Coalition is not over. (Hear, hear.) It is essential.

You have only got to look at America to see what a premature resurrection of party means.

The League of Nations torn to fragments in a struggle between parties. There it is dead on the floor of the Senate. What would have happened here?

Have you read that document, I am a believer in it. (Cheers.) I took a leading part in putting it through. (Cheers.) But do not make any mistake. If it had been hotly contested by a great party in this country there are a good many points of prejudice you could have excited the same as in America.

British interests here, and British interests there; and are you going to bow to this country and defer to the other.

All these things would be said. It is by unity amongst the parties that we carried it through. (Hear, hear, and cheers.)

QUESTION TO MR. ASQUITH.

Mr. Asquith said, in reference to Mr. Bonar Law's observation that there were no divisions on party lines inside the Cabinet, that there ought to have been. And on what, pray? Ireland.

Supposing there had been. Supposing the Liberal in the Cabinet had said, "We must get more. We insist on going farther," and the Conservatives had said, "We won't or 'We won't go at all," and there had been a break-up?

Does anyone imagine that the cause of Home Rule would have been advanced? Cries of "No!"

I tell you what would have happened. You would have had a great party in the State, driven by the newly-resurrected spirit of partisanship; driven, inevitably perhaps, to fight against almost any proposal.

TALE OF IRISH TREASON.

Do you know what would have happened if the whole squalid tale of Irish treason during the war had been engaged against the giving of self-government to Ireland.

It would have put back self-government for a generation. It is only by unity; it is only by unity among the great parties that you can carry anything through, and I regret in my heart that Mr. Asquith should be attempting to break up that unity on the question of Ireland. (Hear, hear.)

No, there are people in theology who believe that unity is essential, that you ought to have one organisation, and that anything else would be schism.

I was not brought up in that way. I was brought up as a sectarian, as a denominationalist. I was brought up to believe sectarian divisions were stimulating, energising, cleansing, that they emphasised truths which are apt to be forgotten in a dull uniformity.

I am not going to determine which of those two great sects is right and which is wrong. All I can say is this.

GREAT MORAL ISSUES.

There are times when great moral and spiritual issues are being challenged in a land when all denominations, all sects, feel that the time has come, not for abandoning their principles, not for giving up those truths they have fought for, but for suppressing, for subordinating their quarrel, their contention, in order to unite for one great national, moral, and spiritual purpose in a land.

It is equally true at the realm of politics. In normal times—T should say, in most times—the things that parties differ about are the things that matter most to the community.

In normal times very often, in abnormal times the things that

parties agree about are often the things that are most important.

When you then insist upon the things that matter least because you hate unity, that is shallow bigotry and pedantry which damages the party or sets you belong to far more than anything you can do.

These are great and critical times. The world is suffering from a kind of nervous headache after a terrible shock. It is peevish, everybody blames everybody else.

NEED FOR PATIENCE.

"These are times when you need, above everything, patience, forbearance, tolerance, courage, good humour. With that we shall pull through, and so much depends on Britain to-day, so much more than I care to tell you, because I do not wish to excite international rivalries or jealousies."

But I tell you in all solemnity more depends on Britain to-day than any land under the sun.

Our prestige was never higher. Our influence in the councils of the world was never higher.

If we resort to party jangle amongst ourselves you will debase that influence to the level of the German mark.

This is the time to heighten our purpose. Let us strengthen our resolve, let us reawaken our courage, and let us work together in order to sustain to the end Britain's mission in the world in the greatest moment of her history and that of this earth. (Cheers.)

UNCLAIMED TELEGRAMS.

THE GREAT NORTHERN TELEGRAPH COMPANY, LTD.

The following Unclaimed Telegrams are lying here—

Horowitz, Hotel Carlton, from Shanghai.

1184, from Shanghai.

Kichikishimoto, s.s. Mishima Maru, (2) from Osaka.

Chinghan, Kiamcheong, from Amoy.

Bankline, from Chefoo.

Teechap, from Amoy.

Mr. Lin Hsueh Hung, c/o Tatung (Great Eastern Hotel), from Peking.

Cheundor No. 49, Great Eastern Hotel, from Shanghai.

Woosang, Sheungwan, from Kobe.

Kurtis, from Yokohama.

Cole, from Shanghai.

Broadfoot, Kongmoon, from Chefoo.

Elspine Moller, from Kobe.

2533, from Amoy.

Lautman, Hongkong Hotel, from Kobe.

Quanyensang, Kwongshing-cheung, 3rd Floor, Connaught Road, from Shanghai.

N. LUND.

Act. Superintendent.

Hongkong, May 6, 1920.

EASTERN EXTENSION AUSTRAL-ASIA & CHINA TELEGRAPH CO.

List of Unclaimed Telegrams lying in the E. E. Telegraph Office at Hongkong—

Almeida, from Manila.

Barrioklo, from San Francisco.

Bernard Galle, from Welterreden.

Charles Weber Seaman's Institute, from Laosotia.

Kahn, Hongkong Hotel, from Cleveland.

Keeshong, from Haag.

Mempu, from Hankow.

Miss Georgette Nasta, Astor Hotel, from Hongkong.

Norman Barlow, Hongkong Hotel, from Richmond Va.

Oswald c/o American Consul, U.S.S. Helena, from Portsmouth N.S.

Rawson, King Edward Hotel, from Shanghai.

D. de H. FARRANT.

Superintendent.

Hongkong, May 6, 1920.

CONSIGNERS.

THE EAST ASIATIC CO., LTD.

NOTICE TO CONSIGNEES.

From SCANDINAVIA

The Motorship

"PERU"

having arrived from the above ports on the 9th May, 1920, consignees of cargo by her are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd., whence, and or from the wharves, delivery may be obtained.

Goods not cleared by the 15th May, 1920, will be subject to rent.

All broken, chafed, and damaged packages are to be left in the godowns where they will be examined on the 14th May, 1920 at 10 a.m.

Claims against the steamer must be presented within 10 days of arrival, otherwise they will not be recognised.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by

MESSRS THORESEN & CO.,

Agents.

Hongkong, 9th May, 1920.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.

AND

CHINA MUTUAL STEAM

NAVIGATION CO., LTD.

Consignees per Co.'s Steamer

"EURYADES"

are hereby notified that the Cargo will be discharged into Hoi's Wharf, Kowloon, where it will lie at Consignees' risk. The Cargo will be ready for delivery from Godown on and after 7th May.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 13th April, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 27th May, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE.

Agents.

Hongkong, 7th April, 1920.

CONSIGNEES.

THE BANK LINE LTD.

NOTICE TO CONSIGNEES.

AMERICAN & MANCHURIAN

LINE.

From NEW-YORK.

The Steamship

"KAZEMBE"

having arrived. Consignees of cargo are informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of Hoi's Wharf, Kowloon, whence delivery may be obtained.

No claim will be admitted after the goods have left the Godown, and all goods remaining undelivered after the May 5th, will be subject to rent.

All claims against the steamer must be presented to the undersigned on or before May 12th 1920, or they will not be recognised.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays & Fridays between the hours of 10.45 a.m. and noon, within the free storage period.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

THE BANK LINE LTD.

General Agents.

Hongkong, 29th April, 1920.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

From MIDDLESBRO, LONDON and STRAITS.

The Steamship

"BENDORAN"

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th inst. will be subject to rent.

All claims against the steamer must be presented to the undersigned on or before the 18th inst. or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 11th inst. at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO.

Agents.

Hongkong, 4th May, 1920.

NOTICES.

Don't Push

— just coast the Johnson Motor Wheel way

The Johnson Motor Wheel makes any bicycle a two cylinder motorcycle—strong enough for any man, light enough for women and children. Travels 6 to 35 miles an hour. 150 miles on a gallon of gasoline. Magneto and electric light generator. Rugged and simple, it gives thousand of miles of most reliable service.



UNION ENGINEERING CO., LTD.

York Building.

Chater Road.

SHIPPING.

HOLLAND-EAST ASIATIC SERVICE.

"Nederland" Royal Mail.

"Rotterdam Lloyd" joint service.

Regular monthly service from

Japan ports, Shanghai and Hongkong to Amsterdam, Rotterdam, and Hamburg, Bremen

Sailings subject to alterations.

For full particulars please apply to

JAVA CHINA JAPAN LYN

General Agents.

York Building.

KONINKLYKE PAKETVAART MAATSCHAPPY

(Royal Packet Navigation Co. of Batavia)

THE STEAMSHIP:

"VAN WAERWYCK"

will be despatched on the 10th May, 1920, to— Singapore, Penang and Belawan Dell.

This vessel offers excellent cabin accommodation for saloon passengers.

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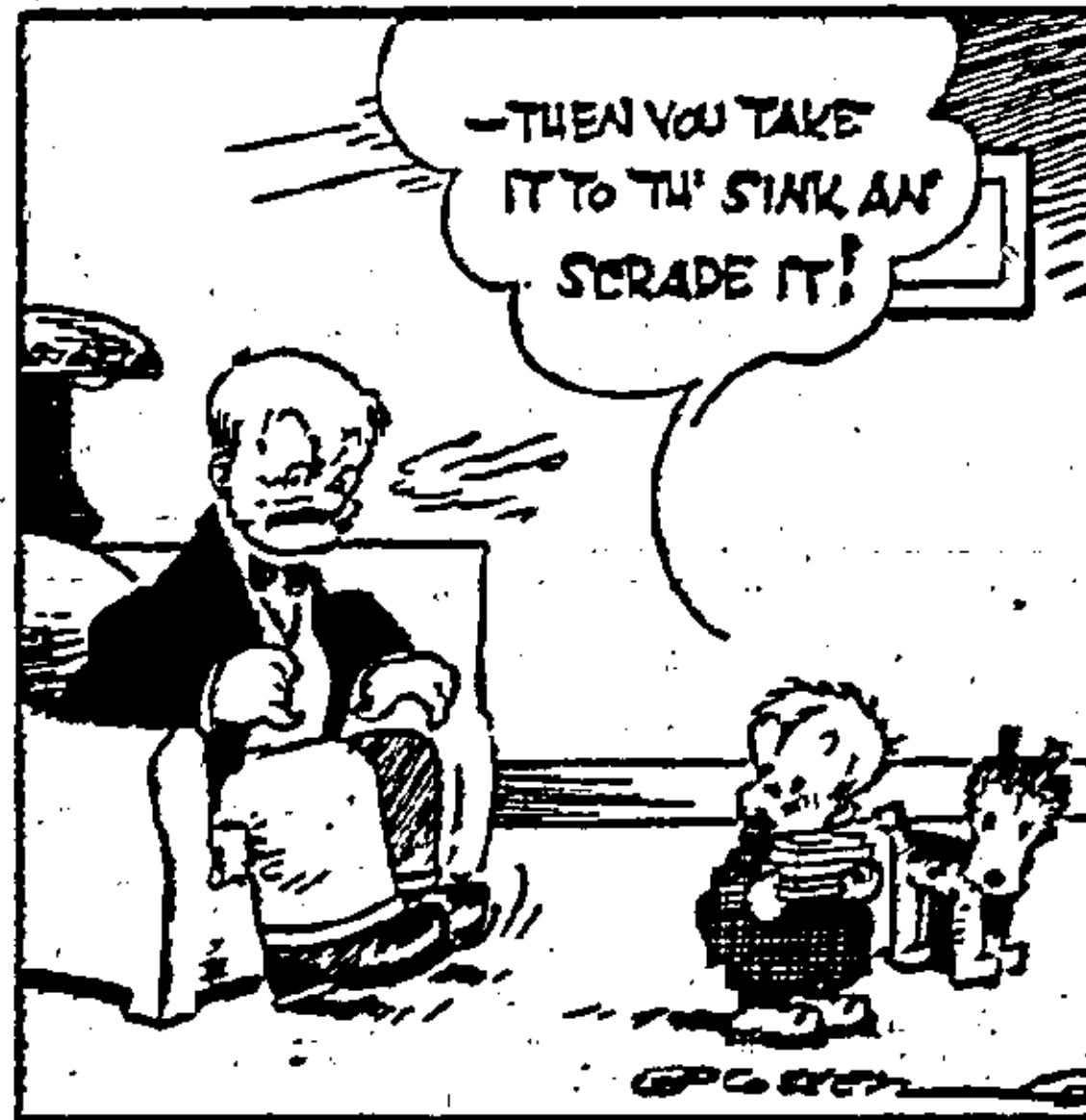
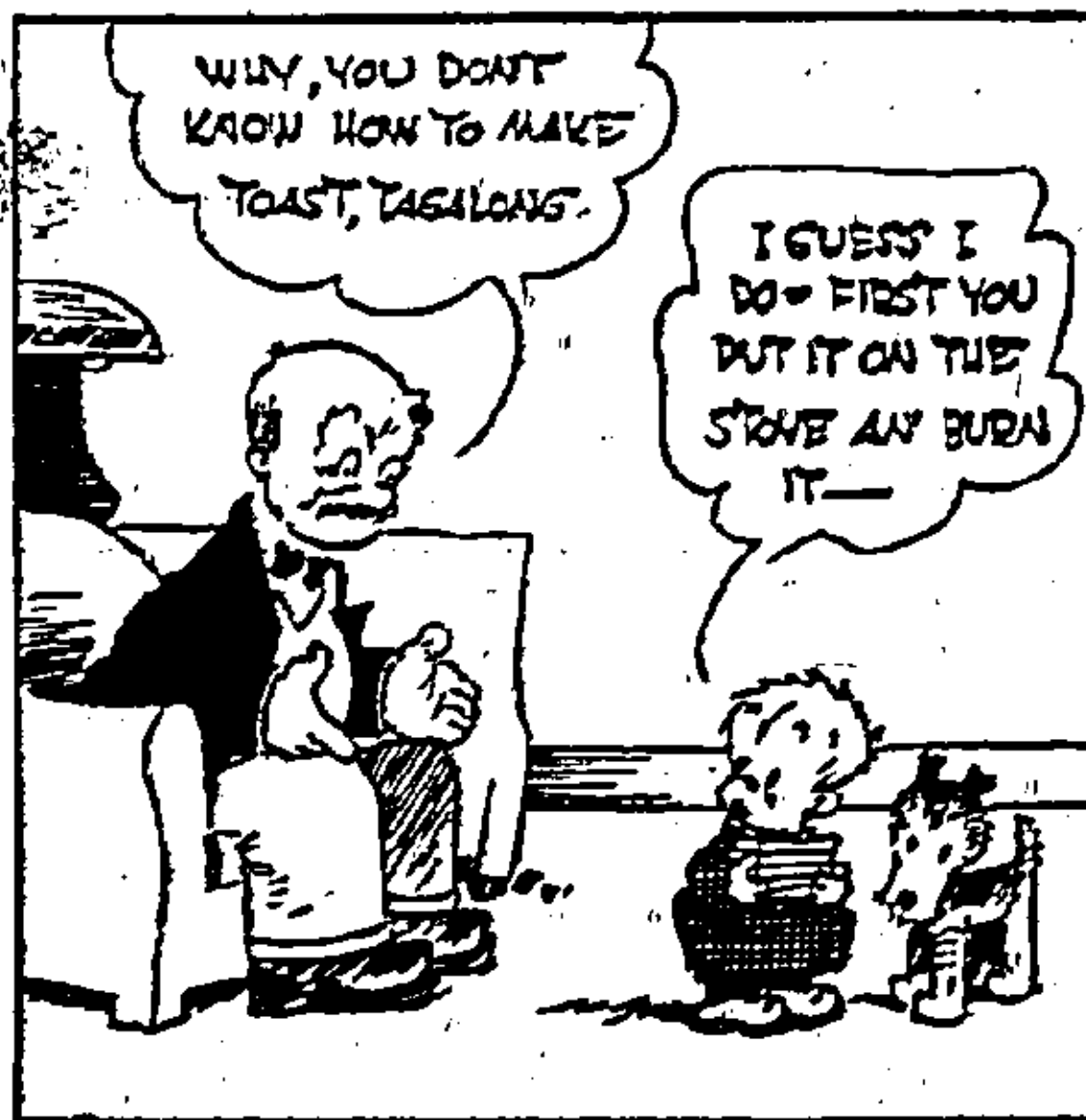
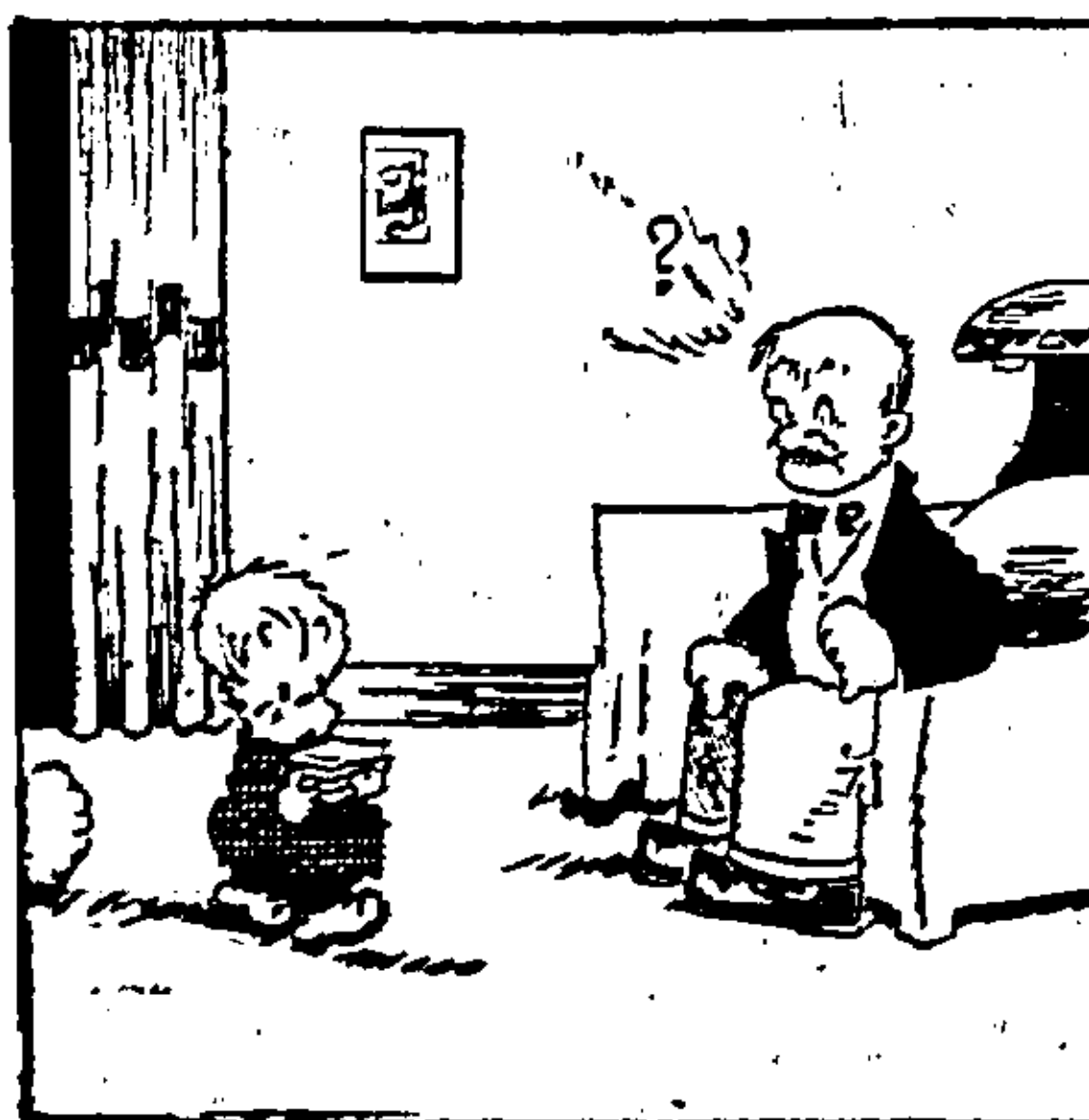
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DEATH.

MARSH.—At Matilda Hospital, Hongkong, on May 9th, at 6 p.m., Peter Ryves, Master Mariner, aged 60 years, youngest son of the Rev. Peter Marsh, of Ballinamartin, Moate, King's Co., Ireland. (Home papers, please copy).
The funeral will pass the Monument to-day at 6 p.m.

The Hongkong Telegraph

HONGKONG, MONDAY, MAY 10, 1920.

THE INDUSTRIAL FERMENT.

During the days of the war, when ordinary commercial enterprises had to distribute their share towards the vast amount of war material required, we all looked forward to the days of peace as bringing with them a return of commercial prosperity. The world would be starving for goods; there would be plenty of employment for all; and with increased production the necessities of life would become cheaper, and all would be well. Such were the dreams of the majority. The last trump of war had but to be sounded to inaugurate a period of work and production that would soon put an end to all the disorganised conditions that would bring into operation the sound economic principles of supply and demand. But the world's economic condition to-day is very far removed from what was anticipated. We see neither plenty nor the immediate promise of it; we see not labour contentment but wide industrial unrest; and in many a country the broad economic position is one of grave instability. The position provides interesting thought.

Let us take a look at Japan for a moment. There we see one of the very few countries that prospered out of the war. Far removed from the scenes of conflict; her manpower practically untouched, Japan was free to concentrate on providing sorely-pressed Allies with what they required. Her industrial output grew with marvellous rapidity; her shipping industry became the talk of the world and it was generally conceded that Japan was building up for herself a reserve of wealth that would make her a very formidable rival in the days of peace. But recent events have proved how easy it is to go astray in matters like these. With the coming of peace, prices in Japan came tumbling down from high levels, with a rapidity that revealed that they had been very carefully bolstered before. And then with almost equal suddenness they began to rise again. It is thought that this was due to action on the part of big syndicates who desired prices better calculated to ensure big profit. And with this rise came an orgy in speculation that has never had its like in Japanese commercial history. Hundreds of new concerns were floated for the exploitation and development of practically every industry. Money was made to flow in untold quantities. Coincidentally, the country's workers demanded a greater share in things and labour unrest developed into strikes and lock-outs. These happenings have combined to produce a panic and disorder that have threatened to transform Japan's prosperity into ruin, to bring about the total collapse of her economic structure. Taking a look across the Pacific we see indications that amount to something approximately the same. We were told by cable two days ago that the United States are facing an economic and industrial crisis. Work (production) is slowing down owing to exorbitant demands on the part of labour—demands that can be well understood by reason of the high cost of living. One of the leading bankers in New York has prophesied a money panic unless drastic curtailments of credit for non-essentials are enforced. Although not so acute, the conditions in most other countries are the same. Everywhere there are complaints of high costs, of big labour demands, of profiteering—in fact a monotonous story of class greed. And it is there where one gets to the very centre of the whole trouble.

During the war necessity created high profits. It was an abnormal situation that arose because of the abnormal times; but with the passing of the war there should have been displayed a willingness to let pass also the big profits. Capital, on the one hand, has been exacting for five years more than its accustomed reward and it is loath to tolerate any interference to rob it of any such sweet fruit. Labour, on the other hand, has been obsessed with the idea that these abnormal times constituted an ideal opportunity for the gaining of what it considers should be its legitimate share of the surplus created by its energies. In other words, there has emerged out of the armed war a bitter war of opposing industrial factions—a war that has created the situations referred to above. It is a pity that the end of the great European conflict should witness such a suicidal climax. Not until there has been demonstrated a great modification of attitude on the part of both sections, can the world hope for that industrial peace and prosperity which were so inspiring a vision during the dark days of the war.

NOTES & COMMENTS.

STORM SIGNALS.

If we read the notification in Saturday's *Gazette*, regarding storm signals, correctly, it would appear that at last a very necessary change is to be put into operation. Side by side with its own local typhoon signals, Hongkong has had a Non-Local Storm Signal Code which has very materially differed from the Code in general use up and down the China Coast. This latter Code is, as from the 1st of next month, to be abolished, and in its place the China Seas Code will be adopted. This will mean a uniformity which will be greatly appreciated by shipping men, for it was an anomaly which lasted all too long that Hongkong should differ in this important matter from other Coast ports. We all know how warm the controversy waxed on this question some few years back, and how, through what was termed "professional jealousy," it was impossible to secure the adoption of a uniform set of signals. But all that seems now to be a thing of the past, and whoever is responsible for the change which has been brought about is to be commended for the adoption of a more reasonable attitude. The signals are now to be removed from Blackheads Hill and hoisted on the radio mast at the Observatory. The attention of the public is especially directed to the fact that the use of the China Seas Code necessitates a masthead symbol, which should not be mistaken for the black signal of the Local Code. It will take us some little time to get used to the change, but henceforth there should be no occasion for further revisions. Incidentally, when is the name of Blackheads hill going to be changed? Who wants to be reminded of the German firm after whom it is named, anyhow?

BETTER RICKSHAS.

That was an interesting report which was published on Saturday regarding the improvement in the type of public rickshas on service in Hongkong and Kowloon. As a result of the work of a Committee appointed for the purpose, certain improvements in these vehicles have been decided upon. These take the form of spring cushioned seats and thick rubber tyres, which are to be gradually adopted throughout the Colony. Most of us have already had experience of the improved rickshas, and it will be generally agreed that they are far more comfortable than the old ones. The idea of pneumatic tyres was evidently not approved, though why we do not know. It is said that such tyres get worn out too quickly, though they are in general use both in Shanghai and Macao, where the roads are much worse than they are here. However, there is not much wrong with the new type of vehicle, and the Committee is to be thanked for its labours on behalf of the ricksha-riding public.

AMERICA AND IRELAND.

There were two interesting cables in our issue of Saturday with regard to America and the Irish question. One of these gave a resume of a debate in the House of Commons on the subject, during which reference was made to the campaign in the States to raise Irish Liberty Bonds to the entertaining of De Valera by State Governors and to the granting of the Freedom of Orleans to this Irish agitator. These incidents were rightly described as unfriendly acts. The Government, however, has decided to make no representations on the subject, and we are quite prepared to believe with Mr. Bonar Law that these demonstrations do not truly reflect the best American opinion. Rather do we prefer to think that the Conference of Methodists in New York, whose attitude is disclosed in another cable, has more correctly reflected the opinion of the better type of Americans. That Conference disapproves any action by Congress aiming at recognition of Ireland as a separate Republic and opposes all such efforts to induce the Government to engage in "unwarranted interference with the domestic affairs of Great Britain." Our hope is that President Wilson will soon smother the ridiculous and ill-mannered agitation of certain Senators on this Irish question, which is only increasing the bad feeling between certain sections of the British and American peoples.

DAY BY DAY.

PERFECT OPENNESS IS THE ONLY PRINCIPLE ON WHICH A FREE CONSTITUTION CAN BE MAINTAINED AND A FREE PEOPLE GOVERNED.

The name of Mr. Chenk Man-kue, Chinese dispenser at the Pharmacy, has been added to the official Register of Chemists and Druggists.

The total output of the Kailan Mining Administration's mines for the week ending 24th April, amounted to 91,740 tons and the sales during period, to 74,279 tons.

Mr. Denman Fuller is to give his next organ recital at St. John's Cathedral on Monday next at 6 p.m., when a number of new and interesting pieces will be included in the programme.

Chief Inspector Detective Munson to-day applied for extradition proceedings to be initiated against a Chinese who was believed to have been implicated in a recent robbery on the Sain Wui district in which one little girl was killed and some property stolen.

A rogue and vagabond, at 3 o'clock in the morning in the staircase of a certain house in Queen's Road East, was to-day consigned to Gaol for a term of six weeks on the evidence of a piece of wire which was discovered on his person, and believed to be intended for house-breaking purposes.

An incorrigible deportee who had been sent away from the Colony on three occasions, the last for a term of 20 years, returned to the Colony and was arrested by the Police the other day. He was at the Police Court to-day sentenced by Mr. N.L. Smith to one year's hard labour with four hours' stocks.

Tuan Villarro, a fireman on board the *Wongkela*, was charged this morning in the Marine Court, before Captain Basil Taylour, R.N., Marine Magistrate for disobeying a lawful command of Mr. C. K. Barron, the second engineer on board the same vessel in Victoria Harbour on the 8th instant. As there was no Filipino interpreter the case was remanded till to-morrow.

We regret to record the death, at the Matilda Hospital last night of Capt. P. R. Marsh, of the river steamer *Sun On*. The deceased gentleman who was 60 years of age, was well known both in this Colony and along the China Coast. It is about thirty years since he came to China where he has been solely connected with the shipping business. Captain Marsh was the youngest son of the late Rev. Peter Marsh of Ballinamartin, Moate, King's Co. Ireland. The funeral is to pass the Monument at 5 p.m. to-day.

The proprietor of the Blue Bird Candy Store and a newsboy were to-day arraigned before Mr. N. L. Smith on a charge of disorderly conduct. The "disorderly conduct," i.e. fighting, was occasioned by the opposition of the proprietor to the newsboy making a row at the door of his shop whilst selling papers. The newsboy, in his statement to the Magistrate, said that the proprietor was drunk, and had struck him several blows which were witnessed by the customers in the shop. Both were bound over in a sum of \$50 to keep the peace for the next six months.

One of the oldest residents of the Colony, in the person of Mr. Ernesto E. da Silva, passed peacefully away at his residence, No. 15, Bellisio Terrace, yesterday at the age of 74 years. The deceased was much esteemed and respected amongst the Portuguese and foreign communities. He had for over 48 years faithfully served the China Sugar Refinery and at the time of his death was still in the employment of the Company. He leaves a widow, nine children, two brothers and two sisters to mourn his loss. The funeral leaves the house at 4.30 p.m. to-day and will pass the Monument at about 5.15 p.m.

CURRENT COIN.

(BY "MERCATOR")

To the business man seeking to chart his enterprise on the course which will carry it through the year, a study of present forecasts is disappointing. A multitude of complex factors has risen to confuse the outlook, and render prognostication confessedly a precarious undertaking. The disconcerting manner in which the sterling and American exchange rates have suddenly declined during the week, has made even the keenest students of affairs less bold in proclaiming the precise nature of coming events. In both Europe and America during the first year of peace the population, suffering from what has been called the anaesthesia of inflation, has given way to unchecked extravagance, to pleasure seeking, to idleness and to inefficiency accompanied by incessant demands for higher wages, and, finally, to an eruption of unrest and radicalism which has shaken the very foundations of society and brought the most serious epidemic of strikes the world has ever seen. In its broad outlines this has been the history after every great war, and the sequel always has been eventually a corrective reaction. Instead of the hoped-for deflation we have witnessed further inflation and an intensified strain on bank credits, due to unrestrained accumulation of stocks, commodity speculation, increased costs of production and advancing wages. The world's financial situation to-day is in an acute stage as a result of the stupendous heritage of debt from the war, together with the amazing inflation of currency and banking credits.

There are many things to explain the recent drop in exchange. There has been for a long time an acute stringency in the money markets of the world. Reuter has told us that America is facing an economic and industrial crisis. This is pretty old news, and the Agency might have been a little more explicit in giving us the name of the New York banker who prophesied a money panic in the United States. There are false and true prophets. The present situation may be summed up as follows:—Acute world financial position, demoralised exchanges and possibility of curtailed exports from America and Europe, over-expansion of many industries for peacetime needs, widespread extravagance and speculation, the belief that the world's investing power has been saturated, and continued labour unrest unless prices decline. Optimists, therefore, who have been indulging in the complacent dream of industrial activity and prosperity, based upon anticipations of huge requirements to be met in Europe, may have to prepare themselves for a rude awakening unless remedial steps are soon taken to avert the crisis that is facing the world of finance to-day. The cross-rate between New York and London is slowly gliding up, and the European nations greet this as a convenient tariff wall which will serve to cut down their excess of imports from the United States without the unpleasantness of quarrelling with home Free Traders over high import duties. The people of Europe are going to buy in the cheapest markets and much as they would prefer to deal with the United States, they will not countenance anything that would seem like an exploitation of their unfortunate position.

The principal factor in the value of exchange is the price of silver, and the large quantity that has been offering has assisted the establishment of these lower prices. China has large supplies of white metal and with exports absolutely stagnant the country needs no replenishing of her stocks. The stock in Shanghai on April 26th last consisted of 37,220 taels, 29,000,000 dollars, and 4,723,000 in taels and silver. The stocks are increasing as a result of large shipments arriving. It will be extremely interesting to know whether all this huge stock of silver in China is being absorbed readily or whether a large proportion will remain in the visible stocks at Shanghai. In one of their recent circulars, Messrs. Samuel, Montagu and Company, the well-known bullionists, state:—"We welcome the demonization of silver money in small denominations, the melted product of which is the present mainstay of the market. These sales strongly assist the establishment of those

WOULDN'T STOP.

COOLIE BOAT MASTER FINED.

Wong Tai, the master of a coolie boat, was charged this morning by P. S. Thomas Mathews, before the Marine Magistrate, Captain Basil Taylour, R.N., for failing to stop when called upon to do so by P. S. Mathews in Victoria Harbour on the 9th inst. The complainant stated that on the 9th instant at 9 a.m. he was patrolling and saw a number of sampans communicating with coolies on board the *Eurades*, alongside Holt's wharf. He called on the defendant's sampan to come alongside his launch to be searched. Instead he hoisted his sail and made off towards the main-of-war anchorage. Complainant turned after him and blew four blasts. Defendant was at the helm. He turned round and looked at complainant but took no further notice. There were a lot of other sampans about and P. S. Mathews drew his revolver and pointed at defendant. The people in other sampans shouted out to him, but defendant kept on. The complainant then went alongside defendant's boat and arrested him. The defendant's plea was that he did not know the Police wanted him. As soon as he found this out, he stopped. He was fined \$1, or given the option of serving seven days in gaol.

LEAGUE TENNIS.

CIVIL SERVICE SUCCESS.

The Tennis League season started on Saturday, but owing to the inclement weather a number of matches had to be postponed. Civil Service played the Hongkong Cricket Club's "B" team in the Second Division and won by 61 games to 38. Scores:—Major Willson and J. R. Wood beat Burnie and Brand 6-5; beat Batticombe and Parravicini 10-1; lost to E. W. Hamilton and Grimbles 5-6. Dr. Woodman and O. Woodman beat Burnie and Brand 4-7; beat Batticombe and Parravicini 8-4; beat E. W. Hamilton and Grimbles 8-3. R. C. Witchell and Fincher lost to Burnie and Brand 4-7; beat Batticombe and Parravicini 7-4; beat Hamilton and Grimbles 7-4.

lower prices so much to be desired, for the exchanges with Eastern countries—whence so much food and raw material has to be obtained—are affected closely by the price of silver. Further, we are glad to have the principle clearly established that it is immaterial, from the point of view of value, of what token money is composed. If some Members of Parliament saw this more clearly, many speeches and published letters would have to be remodelled. We have remarked in former letters that the price in London rules always below that of America, sometimes far below—and have anticipated that when Continental demand again revives—now checked by adverse exchanges—buyers will not overlook this circumstance. It has been a special cause for gratification that so large a market here become and so much does the Far East cling to its intimate connections with this country, that London is really governing the price in New York.

Money in Hongkong would have been easy had it not been for the heavy stocks of rice at present in the hands of the Hongkong rice merchants. There is reported to be locked up in rice alone in the Colony over twenty million dollars. There is no demand from the United States, and prices are declining steadily every week. If America keeps away from the rice market, there is expected to be a few failures among the rice merchants, as the cereal, which has been purchased at high prices in Saigon, will have to be sold at sacrificing prices before the stuff changes its colour in the godowns. There will be much weeping and gnashing of teeth if the present condition continues for another two months.

TO-DAY'S MISCELLANY.

The girls of France are bewailing the fact that their unmarried countrymen are showing an increasing disinclination to change their state of selfish bachelorhood. And their suggestion to remedy this splendid masculine isolation is a tax so stiff as to make every little French boy eager to throw off the burden of bachelorhood for the primrose path of wedded bliss. It would be a sporting kind of tax if every bachelor were obliged to pay into the State treasury a wife's dowry of say £100, which would be returned to him on marrying. It would encourage thrift and perhaps pay for the honeymoon.

There are pearls and pearls, and some of the best of them are found in mussels. But it is improbable that those discovered in the mussel at Aberavon are of such value and of such frequency among other bivalves in the district as to promise appreciable gains from a further search for them. Yet we once had a pearl industry in these islands, and Scotch pearls for a time had their market. They were of various hues, and the green pearls of Auchtermuchty and the blue of Montrose were for a while well known. They were often of considerable size, occasionally attaining to the bigness of a horsebean. But they were seldom of great value, as they lacked perfection of shape and the much desired silver-white tint.—*Daily Chronicle*.

For a "full-dress" debate, the recent discussion on the Home Rule Bill has seen the House of Commons wearing a very ordinary look. The attire of most members was, as a matter of fact, very undress. The House is becoming a completely bareheaded assembly. In the old days, as recently as fifteen years ago, a full House would show almost uninterrupted rows of silk hats (except, perhaps, on the Nationalist benches). In the latest Irish debate there were no more than four silk hats to be seen at one time. They belonged to Sir Frederick Banbury, Sir John Rutherford of Darwen, Mr. T. P. O'Connor, and Mr. W. L. A. Burdett-Coutts. Even Mr. Chamberlain has ceased to be the only Minister to sit with his hat on. The new members have dropped the practice altogether.

The report of the Fisheries Department on Fisheries in the Great War usefully reminds us that in paying the great part they did fishermen were only observing a very old tradition. Long before the time of Drake fishermen were to the fore in defence against foreign aggression. Under the Charter of the Cinque Ports fishermen were required to provide and to man vessels for the King's service. In the Scottish and French campaigns of Edward I., and in the French wars of Edward III., and in the defeat of the Spanish Armada, fishermen played a prominent part. Their tradition of service has never been broken, and although the establishment of the Royal Navy as such marked a change in the relation of fishermen to the fighting service, the fisheries have always been regarded as one of its principal fields of recruitment.

Oxford University is making some valiant efforts to become a popular institution. The latest is a series of pamphlets on economic problems, and the first of them says the men of to-day is becoming an economist in spite of himself. It is a welcome relief to have these short three-halfpenny pronouncements from authorities in economics in place of some of the loose talk which passes under that name. The pamphlets will be printed at the University Press, and if they do not pay they will not be continued. It is thought the pamphlets would be even more valuable if they dealt with topical subjects and gave us guidance on them at the moment when they are being discussed in the heat of controversy, and, above all, they should be signed. They are being written by the most learned authorities on the subject, but a dock, for instance, might suspect the hand of Professor Bowley where there was no justification. One hopes the series will succeed because there are so many other sciences on which pamphlets so simple and so learned would be immensely valuable.

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CORONET THEATRE
SUITE.JUDGMENT FOR
DEFENDANTS.

In the suit brought by Mr. H. W. Ray against the Bon Ton firm, for the recovery of \$100, being alleged damages as a result of the demolition of the kitchen in the basement of No. 2A D'Aguilar Street, Mr. Justice J. R. Wood has delivered the following judgment.

In this case, the plaintiff is the tenant under a written lease of the basement of No. 2A D'Aguilar Street. The lease is the Yee Sang Fat firm. The term of the plaintiff's lease commenced on the 1st March last. Up to the 29th February last, the defendant firm were the lessees of the same premises. The defendant firm were also lessees at the same time of adjoining premises, No. 35 Queen's Road Central, holding these premises, also, from the Yee Sang Fat firm on a lease which terminated on the 29th February. Prior to the termination of their lease, the defendant firm obtained from the Yee Sang Fat firm an extension of their tenancy of 34, Queen's Road Central for a further three weeks. They ceased occupation of No. 2A D'Aguilar Street on the 1st March. The plaintiff's lease of the premises at No. 2A D'Aguilar Street had been preceded by a parol agreement for a lease which agreement included in the premises proposed to be leased a kitchen, which at the time of the agreement formed a part of the premises leased to the defendant firm as 34 Queen's Road Central. Thus, by an oversight, on the 29th February last, the Yee Sang Fat firm had made two mutually inconsistent agreements relating to the kitchen—they had agreed to allow the tenancy of the defendant firm to continue for three weeks longer and they had also agreed to give possession to the plaintiff under his lease (though the kitchen is not expressly mentioned in his lease). On the 2nd March the defendant firm were still in possession of

NAVAL NEWS.

H.M.S. CARLISLE
ARRIVES.

H.M.S. Carlisle arrived yesterday forenoon from Vladivostok. She is expected to be here for a week and will then proceed to Weihaiwei.

H.M.S. Hawkins will not be back in Hongkong before October. She is going to Yokohama.

We now learn that the cruiser Colombo, the ship Hollyhock and the gunboats Cricket, Cicada, Moth, and two others, which will strengthen the China Squadron, will not be here before the first week of next month. Together with these vessels there will arrive the sloops Dreadnought, Bluebell and Magnolia.

the kitchen. On that day the plaintiff took possession of the basement of No. 2A D'Aguilar Street (formerly leased by the defendants) and he also claimed possession of the kitchen. At this point there is a certain confusion in the evidence given by the plaintiff's witness, but one thing is clear viz.—that the defendant firm remained in occupation of the kitchen for twenty days and paid rent for it to the Yee Sang Fat firm for that period as they had previously done under the lease of 34 Queen's Road Central. I find that the Yee Sang Fat firm did not give possession to the plaintiff of the kitchen until the provisions of his lease under the 20th March. On that date, the defendant firm vacated the premises, 34 Queen's Road Central, and on their departure it was found that certain damage had been done between the 1st March and the 20th March to brick stores in the kitchen, which damage is the subject of the plaintiff's present claim in this action. In my opinion this damage, whether caused by the employee's of the defendant firm or not, does not give the present plaintiff any cause of action against the defendant firm. I find for the defendants.

METAL MARKET.

WILL PRICES GO HIGHER?

A correspondent writes as follows—

I have read with a great deal of interest the article under the heading "Current Coin" by your correspondent "Mercator" which appeared in your paper on Tuesday last in which he comments upon the baneful effects the present Japanese financial crisis is exercising on our metal and yarn markets. I do not know much about the yarn market, but as far as the metal market is concerned, I do not think that this is quite true. There is no denying the fact that prices on all metals have been affected as a consequence of this crisis, but certainly not to the extent your correspondent seems to imagine.

Following the signing of the Armistice, prices on all metal dropped from 80 to 100 per cent. with the result that the merchants suffered very seriously. They were therefore very cautious in placing forward orders with a possibility of a further drop in price. In fact, the only orders placed were those for urgent needs, and in consequence, stocks in the market became low and the market itself very uncertain. Then came the labour unrest in America as well as the United Kingdom, with the result that shipments became uncertain and prices began to advance and continued so until they reached the level of 1917-18 prices. This is specially true for wire products, light gauge steel sheet and small size bars. Merchants then began to buy steadily as in pre-war times—some of them even ordering a little more than necessary for the general industrial requirements.

After the Chinese New Year, dealers from the interior began to buy in quite large quantities for their requirements. Several of the local Japanese firms were also buying heavily, causing the market to advance by leaps and bounds till the present Japanese financial crisis came on.

Japan now, instead of being a buyer, has become a seller, and is offering back to this market the same goods which she purchased some months ago. It is a matter of fact that about four weeks ago about 100 tons of steel round bars were shipped to this port from Japan and sold at \$7.00 per cwt. whereas the local market was still selling at \$8.20. This naturally frightened dealers considerably, they fearing that further shipments would be brought in by Japan which would cause a heavy slump in the market. However, further supplies from Japan seem to have stopped, due in a measure to the fact that prices have stiffened considerably in that exchange making exports of steel from Japan impossible, except at very heavy losses to them.

The present market situation, in spite of Japan not being in a position to buy, is very steady. Nearly 9,000 kegs of wire nails and some 400 tons of bars have been shipped to Singapore and Java recently at very good prices, and there are still many enquiries for other metals from these places. This is due to the fact that the present Hongkong market is considerably below that of America and the United Kingdom.

The statement by your correspondent that there is sufficient metal goods in the Hongkong and Kowloon Wharf and Godowns, and dealers' godowns to satisfy the demands of Shanghai and Hongkong for another three months is rather an optimistic statement. There are no large stocks held in Hongkong at the present, and forward deliveries so far as is known are only normal. Small gauge plates, wire products, and small size bars are still held at a very heavy premium in America and will only be supplied on orders consisting of larger sizes as well.

Timplate, while it is being sold locally at around H.K. \$12.00 a case, is quoted by America at G. \$12.50 and is very hard to obtain even at these prices; the mills being fully booked and not caring to entertain any new orders at the present time.

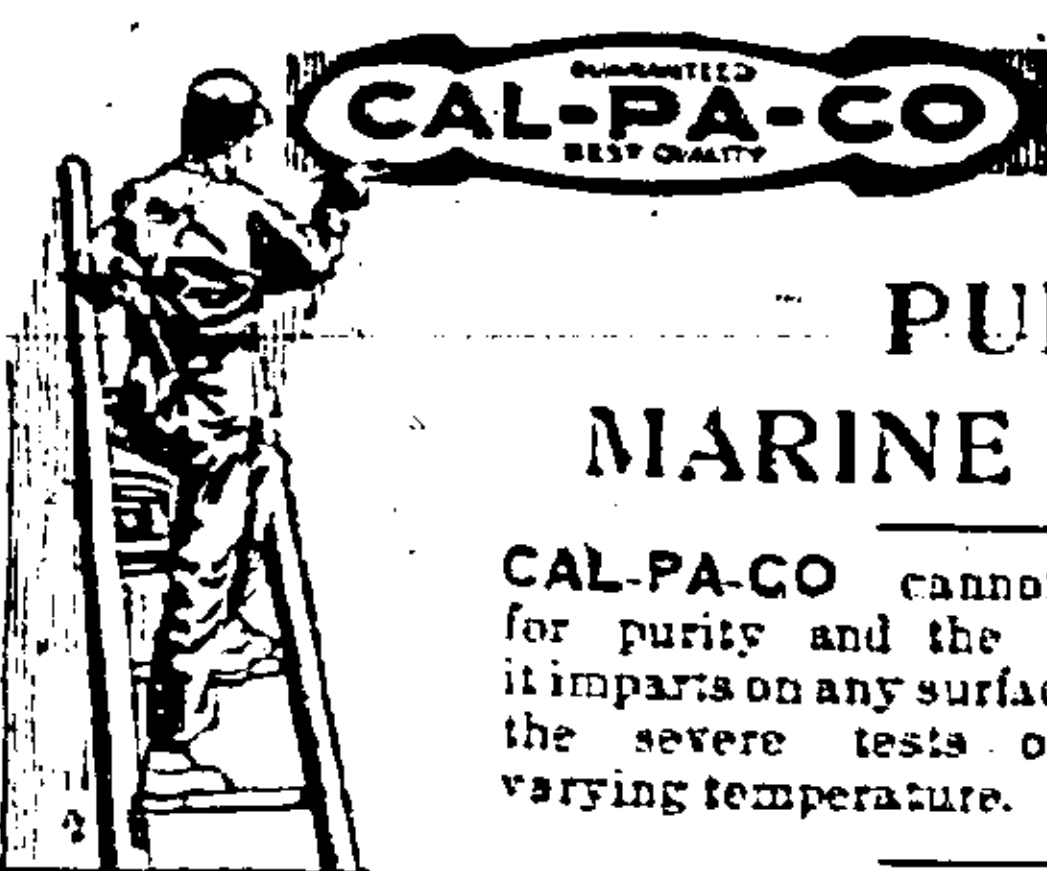
The workmen in the steel mills, at least in America, are being paid according to the tonnage they produce and not by the day, so that by turning out large sizes they can necessarily roll a much larger tonnage per day and make a correspondingly larger salary. As a result, the mills are experiencing an untold amount of difficulty in getting

DAIRY FARM NEWS.

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GERIN, DREYARD & CO.
HOTEL MANSIONS.

WATER RETURN.

Level and Storage of water in
Reservoirs on May 1, 1930.

CITY AND HILL DISTRICT WATER
WORKS LEVEL.

	1929	1930
Total	1,241.41	1,241.41
City	1,241.41	1,241.41
Hill	1,241.41	1,241.41
Estimated supply	1,241.41	1,241.41
Estimated demand	1,241.41	1,241.41
Estimated surplus	1,241.41	1,241.41
Estimated deficit	1,241.41	1,241.41
Estimated balance	1,241.41	1,241.41
Estimated loss	1,241.41	1,241.41
Estimated gain	1,241.41	1,241.41
Estimated net	1,241.41	1,241.41

Consumption of water in the City and Hill District in millions of gallons during the month of May.

KOWLOON WATERWORKS LEVEL.

	1929	1930
Total	1,241.41	1,241.41
City	1,241.41	1,241.41
Hill	1,241.41	1,241.41
Estimated supply	1,241.41	1,241.41
Estimated demand	1,241.41	1,241.41
Estimated surplus	1,241.41	1,241.41
Estimated deficit	1,241.41	1,241.41
Estimated balance	1,241.41	1,241.41
Estimated loss	1,241.41	1,241.41
Estimated gain	1,241.41	1,241.41
Estimated net	1,241.41	1,241.41

Consumption of water in Kowloon in millions of gallons during the month of May.

STORAGE IN MILLIONS AND
DECIMALS OF GALLONS.

	1929	1930
Total	1,241.41	1,241.41
City	1,241.41	1,241.41
Hill	1,241.41	1,241.41

Consumption of water in Kowloon in millions of gallons during the month of May.

STORAGE IN MILLIONS AND
DECIMALS OF GALLONS.

	1929	1930
Total	1,241.41	1,241.41
City	1,241.41	1,241.41
Hill	1,241.41	1,241.41

Consumption of water in Kowloon in millions of gallons during the month of May.

STORAGE IN MILLIONS AND
DECIMALS OF GALLONS.

	1929	1930
Total	1,241.41	1,241.41
City	1,241.41	1,241.41
Hill	1,241.41	1,241.41

Consumption of water in Kowloon in millions of gallons during the month of May.

NOTICES.

AERTEX CELLULAR
— UNDERWEAR —

THE HEALTHIEST AND MOST COMFORTABLE
FORM OF UNDERCLOTHING FOR HOT SEAS-
SON WEAR. ABSOLUTELY UNSHRINKABLE.

— STOCKED IN THREE QUALITIES —

QUAL 933	VESTS, SHORT SLEEVES	\$2.50 ea.
	DRAWERS, KNEE LENGTH	\$2.50 ea.
QUAL 1016	VESTS	\$3.00 ea.
	DRAWERS	\$3.00 ea.
QUAL 1089	VESTS	\$4.75 ea.
	DRAWERS	\$4.75 ea.

J. T. SHAW

TEL. 692. SPECIALIST IN MEN'S WEAR. TEL. 692.
NEXT DOOR HONGKONG HOTEL.



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OUTFITTERS.

WET SEASON

WE HAVE JUST RECEIVED
A LARGE ASSORTMENT
OF

RAINCOATS.

A SMART SELECTION FROM
\$15, EACH.

SILK OIL SKINS

AND

SOU' WESTERS.

ALSO

UMBRELLAS

IN A VARIETY OF
HANDLES

SEE WINDOWS.

"TAXI"

ONE STEP

ON

COLUMBIA RECORDS

AT

THE ANDERSON MUSIC CO., LTD.

16, DES VŒUX ROAD.

TEL 1322.

OWING TO THE CONSTANT
RISE IN FIRST COSTS AND

THE FALL IN EXCHANGE WE
ARE OBLIGED TO REDUCE

OUR DISCOUNTS TO CUSTOM-
ERS TO FIVE PER CENT.

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15, Queen's Road Central.

(Telephone No. 75.)

SKANDIA

GERIN, DREYARD & CO.

4th Floor Hotel Mansions. Tel 114.

and at Canton.

MARINE ENGINES

PACIFIC SHIPPING.

CP O S

SAILINGS HONGKONG TO VANCOUVER

(via Shanghai, Nagasaki ("Mojji") Kobe & Yokohama)

FROM	DATE
STEAMERS, HONGKONG, VANCOUVER.	
Empress of Russia	May 6
Empress of Japan	May 26
Empress of Asia	June 3
Monteagle	June 8
Empress of Russia	July 1
Empress of Japan	July 20
Empress of Asia	July 28
Monteagle	Aug. 12
Empress of Russia	Aug. 25
Empress of Japan	Sept. 13
Empress of Asia	Sept. 24
Empress of Russia	Oct. 21
Monteagle	Oct. 26
Empress of Japan	Nov. 9

Passage from Hongkong to United Kingdom.

Passage from Hongkong to Japan	Cost
Passage from Japan to Hongkong	Cost
Passage from Hongkong to Europe	Cost
Passage from Europe to Hongkong	Cost

For fares and other information please apply to

HONGKONG OFFICE.

CANADIAN PACIFIC OCEAN SERVICES.

PACIFIC SHIPPING.

PACIFIC MAIL S.S. CO.

U. S. MAIL LINE.

OPERATING THE NEW FIRST CLASS STEAMERS
"ECUADOR," "VENEZUELA" & "COLOMBIA"
HONGKONG TO SAN FRANCISCO
Via Shanghai, Kobe, Yokohama & Honolulu.
THE SUNSHINE BELT

THE MOST COMFORTABLE ROUTE TO AMERICA AND EUROPE.
SAILINGS FROM HONGKONG AT NOON.

ALSO
The following U. S. Shipping Board vessels
S.S. "WEST INSKEEP" Sunday May 9th, for San Francisco via usual ports of call.
S.S. "WEST CONOB" Beginning of June, for Baltimore, via Suez and usual ports of call.

HONGKONG-CALCUTTA SERVICE.

S.S. "LAKE FIELDING" Thursday May 13th, for Malacca via Saigon, Singapore, Port Swettenham, Penang, Bangkok & Calcutta.

Cargo accepted on through Bills of Lading to all ports in the United States and Canada, also through bills of Lading issued to Baltimore, Havana, Central and South American ports.

For further information apply to:-

PACIFIC MAIL S.S. CO.

Hotel Mansions,

TELEPHONE 141.

Cable Address "SOLANO."

TOYO KISEN KAISHA.

SAN FRANCISCO LINE VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

EAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to change without notice.

Steamers	Tons	Leave Hongkong
TERO MARU	22,000	27th May
SIBERIA MARU	19,000	13th June (from Yokohama)
SHINYO MARU	22,000	17th June
PERIA MARU	9,000	5th July
KOREA MARU	22,000	14th July

* Omitting call at Shanghai.

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO VIA JAPAN, HONOLULU,
SAN FRANCISCO, SAN PEDRO, SALINO CRUZ,
BALBOA, CALLAO, ARICA AND IQUIQUE.

THENCE BY TRANS ANDERSON ROUTE TO BUENOS AIRES.

Steamers	Tons	Leave Hongkong
LEVO MARU	17,200	13th May
VIVO MARU	17,200	13th July

Tickets are interchangeable with the Canadian Pacific Ocean Services, Ltd., and the Pacific Mail Steamship Co.

Passengers may travel by rail between ports of call in Japan free of charge.

For full information, as to rates, sailings, etc., apply to

Y. TSUTSUMI, Manager.

KING'S BUILDINGS.

Telephone Nos. 2374 & 2375.

CHINA MAIL S.S. CO. LTD.

FREIGHT AND PASSENGERS.

"NANKING" "NILE" "CHINA"
15,000 tons. 11,000 tons. 10,000 tons.

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS & HONOLULU.

"NANKING" "NILE" "CHINA"
June 2nd. June 19th. May 23rd.

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

O. H. RITTER, Freight and Passenger Agent.

Prince's Buildings, Ice House Street.

Telephone, Passenger Dept. 1934.

Telephone, Freight Dept. & Agent. 2161.

STRUTHERS & DIXON, INC.

OFFICES: San Francisco and Seattle, U.S.A., Shanghai,
China, Manila, P.I., Saigon, Kobe, Japan and Hongkong.
Operating the following Far Eastern services for account of the United States Shipping Board.

U.S.A. PACIFIC COAST, JAPAN, CHINA AND PHILIPPINES.

For San Francisco.

"ELKHORN" 9th May.
"WEST HILMROD" 25th May.

ALSO

Cosmopolitan Shipping Co. New York.
Green Star Line. New York.

Operating Baltimore via Panama service, to the Far East.

Arrivals and sailings to be announced later.

Through rates quoted and through B/Ls issued to all overland points in U.S. and Canada.

Tel. 3002.

HONGKONG OFFICE: 1ST FLOOR, POWELL'S BUILDING.

For Boston & New York.

PRINCE LINE FAR EAST SERVICE.

FOR BOSTON & NEW YORK.

"PERSIAN PRINCE" VIA SUEZ CANAL 2nd half May.

FOR NEW YORK.

"SLAVIC PRINCE" VIA PANAMA CANAL 2nd half June.

Steamers proceed VIA SUEZ CANAL OR PANAMA CANAL at Owners option.

For freight and further particulars, apply to

SHEWAN TOMES & CO.

Agents.

PACIFIC SHIPPING.

DOLLAR LINE.

SAILINGS FROM HONGKONG FOR VANCOUVER.

"M. S. DOLLAR" MAY 10TH.

NEW YORK VIA PANAMA.

STEAMERS. SAILING DATE
"BESSIE DOLLAR" MAY 26TH.
"GRACE DOLLAR" JULY 15TH.

Through Bills of Lading issued to all parts of United States or Canada.

Movements subject to change without notice.

For particulars for freight apply to:-

THE ROBERT DOLLAR CO.

GENERAL POST OFFICE BUILDING

TEL. 795.

THIRD FLOOR

792.

SAN FRANCISCO.

U.S.S.B.

STEAMERS.

SAILING DATE.

"WEST HEPBURN" MAY 28TH.

THE ROBERT DOLLAR CO.,

Tel. 795 & 792

Gen. P. O. Bldg.

3rd Floor.

HONGKONG SINGAPORE

SAIGON SAMARANG

SOURABAYA

REGULAR FORTNIGHTLY SAILINGS
TO AND FROM
THE ABOVE NAMED PORTS
NEXT SAILING

U. S. S. B. "CADARETTA"

Sailing on 12th May.

Operated on behalf of U.S.S.B. Emergency Fleet
Corporation. Through B/L issued to any port or
common point destination in America or Canada.

For particulars and bookings apply to:

THE ROBERT DOLLAR CO.

Tel. 792

RAY E. GUNN

Gen. P. O. Bldg.

795

Manager.

SAILING DATES.

EUROPE, U.S.A., ETC.

Dryden	A. L.	May 10
Radnor	A. L.	May 10
Van Wierwyck	J. C. J. L.	May 10
Siam	M. O. S. K.	May 11
Nore	P. & O.	May 12
Cadaretta	R. D. Co.	May 12
C. of Colombia	R. L.	May 13
Lake Fielding	P. M. Co.	May 13
Muttra	F. & O.	May 14
Edmore	A. L.	May 14
Luzon	O. S. K.	May 15
Bolton Castle	D. & Co.	May 15
Sanuki	M. N. Y. K.	May 15
Persian	P. S. T. Co.	2nd half May
Mishima	M. N. Y. K.	May 18
Aki	M. N. Y. K.	May 19
Kazembe	B. L.	May 20
Eastern	P. & O.	May 22
Africa	M. O. S. K.	May 22
China	C. M. Co.	May 23
Taiyuan	B. & S.	May 24
Eurymachus	B. L.	May 25
West Himrod	S. & D.	May 25
Bessie	D. R. D. Co.	May 26
E. of Japan	C. P. O. S.	May 26
Panama	M. O. S. K.	May 26
Toyooka	M. N. Y. K.	May 26
Kamakura	M. N. Y. K.	May 26
Tenyo	M. N. Y. K.	May 27
Howick Hall	A. L.	May 27
Sado	M. N. Y. K.	May 28
West Himrod	R. D. Co.	May 28
West Conob	P. M. Co.	B. June
Unnan	O. S. K.	June 1
Stanley	F. W. Co.	June 1
Nanking	C. M. Co.	June 2
E. of Asia	C. P. O. S.	June 3
Mitsuki	M. O. S. K.	June 7
Vinita	L. A. Co.	June 7
Crosskeys	A. L.	June 10
Telemachus	B. L.	June 10
Kitano	M. N. Y. K.	June 11
Korea	M. T. K. K.	June 14
Tanushima	M. N. Y. K.	June 14
Tanama	M. O. S. K.	June 15
Fushimi	M. N. Y. K.	June 15
Montague	A. L.	June 15
Chicago	M. O. S. K.	June 15
Shinyo	M. T. K. K.	June 17
West Hiron	L. A. Co.	June 17
Siberia	M. T. K. K.	June 18
Nile	C. M. Co.	June 19
Waban	A. L.	June 23
Tango	M. N. Y. K.	June 23
Iconium	A. L.	June 26
Wytheville	A. L.	June 29
Havre	M. O. S. K.	June 30
Katori	M. N. Y. K.	July 2

JAPAN, COAST PORTS, ETC.

Tenshin	M. N. Y. K.	May 11
Suiyang	B. & S.	May 11
Unnan	M. O. S. K.	May 11
Chengtu	B. & S.	May 11
Hopsang	J. M. Co.	May 12
A. Apar	P. & O.	May 12
Sinkiang	B. & S.	May 13
Chipsing	J. M. Co.	May 13
Chaksang	J. M. Co.	May 13
Choyasang	J. M. Co.	May 13
Hailong	D. L. Co.	May 14
Loongsang	J. M. Co.	May 14
Siam	M. O. S. K.	May 14
Tipsini	J. C. J. L.	May 15
Teau	B. & S.	May 15
Tatung	M. N. Y. K.	May 16
Nellere	P. & O.	May 16
Laisang	J. M. Co.	May 16
Kaijo	M. O. S. K.	May 16
Haibong	D. L. Co.	May 18
Sosho	M. O. S. K.	May 20
Tipsalak	J. C. J. L.	May 21
Inaba	M. N. Y. K.	May 22
Sanuki	M. N. Y. K.	May 24
Taming	B. & S.	May 25
Tango	M. N. Y. K.	May 25
Hinsang	J. M. Co.	May 27
Bombay	M. N. Y. K.	May 28



TRANS-PACIFIC FREIGHT SERVICE.

Operating the following U. S. Shipping Board Steamers.

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.

(Calling at Shanghai and Kobe.)

"EDMORE" About May 11 "CROSSKEYS" About June 10
"WIBAN" "ICONIUM" June 25

For PORTLAND direct.

(Calling at Shanghai and Kobe.)

"MONTAGUE" June 15th
"WIBAN" June 23rd
"ABERCOL" July 1st

Through Bills of Lading issued to OVERLAND COMMON POINTS.

FOR FREIGHT AND PARTICULARS APPLY TO

THE ADMIRAL LINE

Telephone 2477 & 2478

5th Floor, Hotel Mansions.

FOR NEW YORK & BOSTON.

THE U. S. SHIPPING BOARD.

S.S. "DRYDEN"

ABOUT MAY 12TH.

Via PANAMA.

S.S. "WYTHEVILLE"

ABOUT JUNE 29TH.

Via PANAMA.

For freight space and particulars apply to:-

BARBER STEAMSHIP LINES INC.,

THE ADMIRAL LINE

Telephones 2477 & 2478

AGENTS.

5th floor

Hotel Mansions.

LOS ANGELES PACIFIC NAVIGATION CO.

HONGKONG

LOS ANGELES, CALIFORNIA, U. S. A.

Due Inwards	About	Sailing for Los Angeles About
S.S. VISITA	June 5	S.S. VISITA June 7
S.S. WEST HIRON	June 15	S.S. WEST HIRON June 17
S.S. WEST MONTOP	July 15	S.S. WEST MONTOP July 17

Through Bills of Lading to all U.S. and CANADIAN OVERLAND POINTS. No transshipment en route.

Shipside connection with the Salt Lake, Santa Fe and Southern Pacific Railroads.

HEAD OFFICES:

LOS ANGELES, CALIF.

BRANCH OFFICE:

Kobe, SHANGHAI,

MANILA, SINGAPORE.

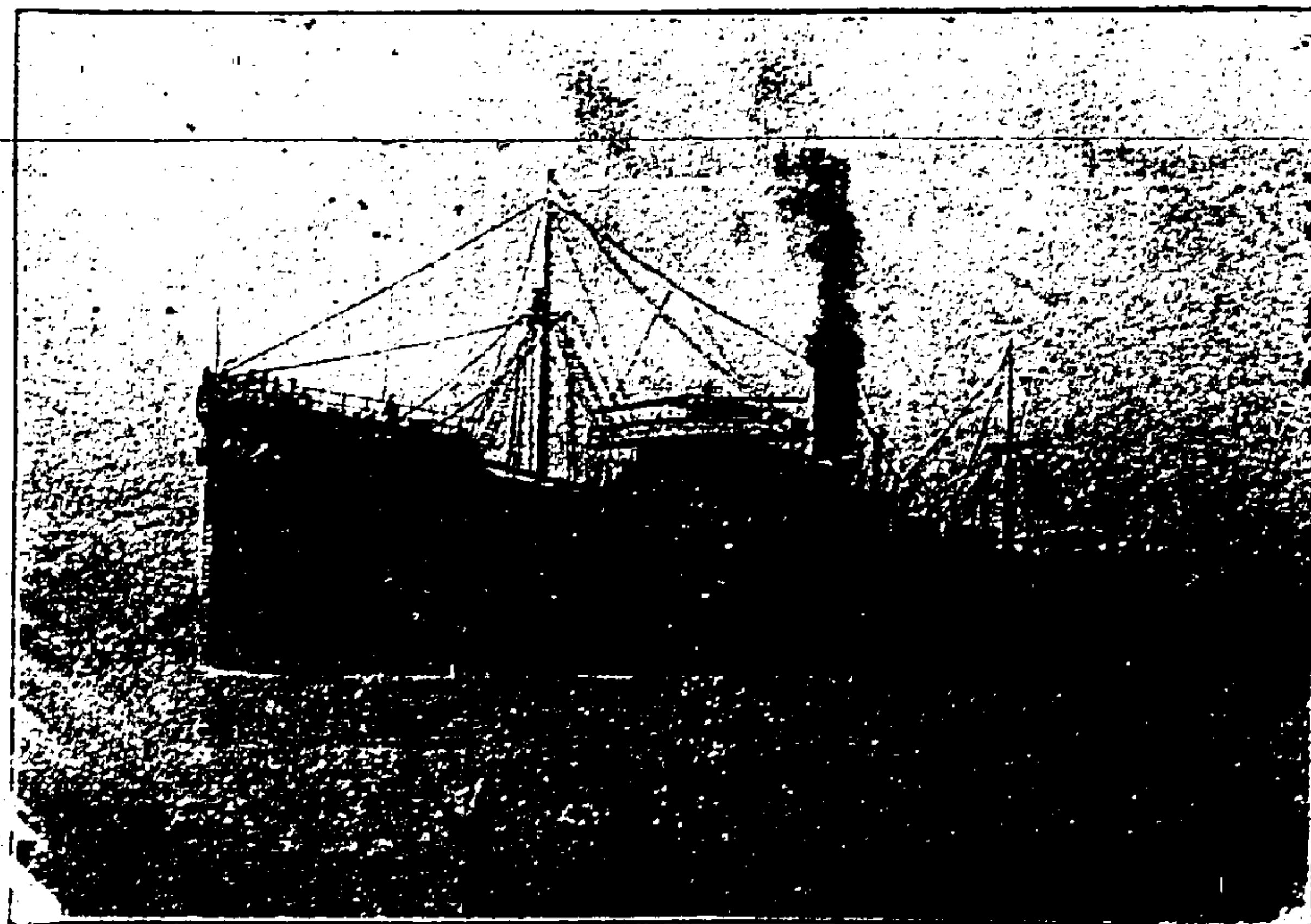
HONGKONG OFFICE:

Prince's Building, Chater Road.

Telephone No. 1062.

CHAS. E. RICHARDSON,

General Agent for South China



S.S. "WAT BOM ER" 8,240 tons D.W.; 5,195 tons gross

Built and engined by The Hongkong & Whampoa Dock Co., Ltd., to the order of the British Government.

Address Enquiries to the Chief Manager

R. M. DYER, B.Sc., M.I.N.A., Kowloon Dock, HONGKONG.

Shipping to Europe, Australia, and other Ports.

P. & O.-BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES incorporated in ENGLAND)

TO
STRAITS & BURMA, CEYLON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA,
AUSTRALASIA, INCLUDING NEW ZEALAND
& QUEENSLAND PORTS, RED SEA,
EGYPT, EUROPE, ETC.

SAILINGS

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hong-kong (about)	Destination
NORE	6,700	12 May, noon	M's, L'don & Antwerp.

BRITISH INDIA-APCAR SAILINGS (South)

MUTTRA	4,700	14th May.	Calcutta via Singapore Penang & Rangoon.
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EASTERN & AUSTRALIAN SAILINGS (South)

EASTERN	4,000	22nd May.	Sydney via Sandakan, Thursday Island, Cairns, Townsville & Brisbane.
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SAILINGS TO SHANGHAI & JAPAN.

ARRATOON A.	4,500	12th May.	Shanghai and Kobe.
NELLORE	7,000	16th May.	Shanghai and Kobe.

WIRELESS ON ALL STEAMERS.

Female Messengers not more than 15 ft. X 1 ft. will be received at the Company's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freights, etc., apply to
MACKINNON, MACKENZIE & CO.
22, Des Voeux Road Central. Agents.

N. Y. K.

NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Shanghai & Japan ports.
Cargo to Overland Points U.S. in connection with Great Northern
Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

KASHIMA MARU (Calling Manila) Sat., 22nd May, at 11 a.m.
FUSHIMI MARU Tuesday, 15th June, at 11 a.m.
TAMURA MARU (Calling Manila) Wed., 30th May, at 11 a.m.
KATORI MARU (Calling Manila) Friday, 2nd July, at 11 a.m.
LONDON & ANTWERP via Singapore, Penang, Colombo, Suez
Port Said & Marseilles.

MISHIMA MARU Thursday, 20th May, at noon.
SAIO MARU Friday, 28th May, at noon.

HAMBURG, LONDON & ANTWERP via Singapore, Colombo,
Suez and Port Said.

TOYOOKA MARU Wednesday, 25th May.

LIVERPOOL & MARSEILLES via S'pore, C'bo, Suez & Port Said.
KAMAKURA MARU Friday, 28th May.

SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday
Island, Townsville & Brisbane.

AKI MARU Wednesday, 26th May, at 11 a.m.
TANGO MARU Wednesday, 23rd June, at 11 a.m.

NEW YORK & HAVANA via Shanghai, Kobe, Yokohama,
Munster, San Francisco, Panama & Colon.

SOUTH AMERICAN PORTS via Cape.

BOMBAY & COLOMBO via Singapore.

TESSHIN MARU Tuesday, 11th May.

KANAGAWA MARU Sunday, 23rd May.

BOMBAY MARU Friday, 28th May.

CALCUTTA & RANGOON via Singapore & Penang.

TATSUNO MARU Sunday, 16th May.

SANUKI MARU Monday, 24th May.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

TANGO MARU Tuesday, 25th May, at 11 a.m.

NIKKO MARU Friday, 25th June, at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

INABA MARU Thursday, 20th May, at 11 a.m.

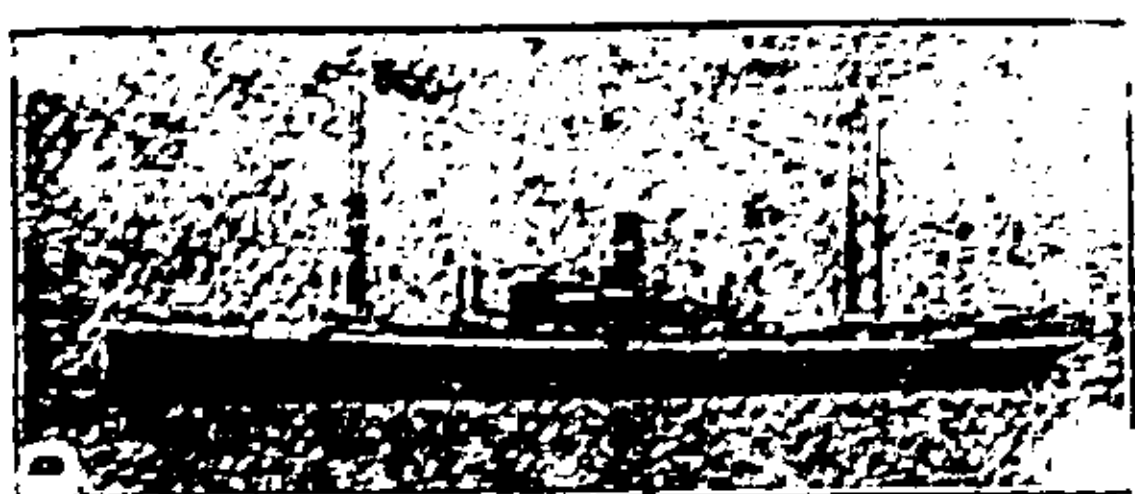
TSUSHIMA MARU Sunday, 23rd May.

KAMO MARU Thursday, 3rd June, at 11 a.m.

For further information apply to—**NIPPON YUSEN KAISHA.**

Telephone Nos. 292 & 293. S. YASUDA, Manager.

JAVA-CHINA-JAPAN LIJN



Regular Fortnightly Service between

JAVA, CHINA and JAPAN.

Steamer	From	Expected at	Will leave on	For
Tjikini	Makassar	in port	15th May	Mojit
Tjisalak	Japan	18th May	21st May	Java.

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

ALSO OPERATING

JAVA PACIFIC LIJN.

Through Bills of Lading issued to U.S.A. and Canadian
Overland Points.

For Freight and Passage apply to the

Java-China-Japan Lijn.

Telephone No. 1574. York Buildings.

Shipping to Europe, Australia, and other Ports.

O. S. K.

OSAKA SHOSHEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly
direct service via Singapore and Port Said.

"HAYRE MARU" Wednesday, 30th June.

CENOA & BOMBAY—Monthly service. Taking cargo on through
Bills of Lading with transhipment at Bombay to Co.'s steamer.

"HIMALAYA MARU" Middle of July.

BUENOS AIRES—Rio de Janeiro, Santos, Mauritius, Durban and
Cape Town via Singapore.

"PANAMA MARU" Friday, 28th May.

"SEATTLE MARU" Middle of July.

BOMBAY & COLOMBO—Regular fortnightly service via S'pore.

"SIAM MARU" Friday, 14th May.

"LUZON MARU" Saturday, 15th May.

SYDNEY & MELBOURNE—Monthly service taking cargo to
New Zealand and Pacific Islands.

"MITSUKI MARU" Monday, 7th June.

SAIGON, BANGKOK & SINGAPORE—Regular Monthly Service

"UNNAN MARU" Tuesday, 1st June.

VICTORIA & VANCOUVER—Tacoma via Manila, Keelung,
Shanghai, Nagasaki, Moji, Kobe, Yokohama & Yokohama.

"AFRICA MARU" (Call Manila) Saturday, 22nd May.

"CHICAGO MARU" (Call Manila) Saturday, 5th June.

KEELUNG via SWATOW & AMOY—These steamers
have excellent accommodation for 1st and 2nd class
saloon passengers and will arrive at and depart from the
O. S. K. wharf, near the Harbour Office.

"KADU MARU" Sunday, 16th May.

AKAO via SWATOW & AMOY.

"UNNAN MARU" (direct to Takao) Tuesday, 11th May.

"SOSHU MARU" Thursday, 20th May.

JAPAN PORTS—Moji, Kobe, Yokohama & Yokohama.

For sailing dates and further particulars please apply to—
Y. YASUDA, Manager.

Tel. No. 744 and 745 No. 1, Queen's Building.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.

SAILING (SUBJECT TO ALTERATION).

Steamer.	Arrived Hongkong from Australia	Leaves Hongkong for Australia
TAIYUAN	19th May.	24th May.
CHANGSHA	17th June.	22nd June.

This steamer is fitted with Refrigerating machinery, ensuring
a plentiful supply of ice, fresh provisions etc., and has superior
accommodation with Electric Light throughout and Electric Fans in
the State-rooms. A duly qualified Doctor is carried. Reduced Fares.
Cargo booked through to all Australian, New Zealand and Tas-
manian ports.

For Freight and Passage apply to

Butterfield & Swire.

Telephone No. 36.

Agents.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA & STRAITS

TO

UNITED KINGDOM AND CONTINENT.

For particulars of sailings shippers are requested to approach
the undersigned.

Subject to change without notice.

THE BANK LINE, LTD.,

or to REISS & Co, Canton

General Agents.

DODWELL & CO., LTD.

STEAMSHIP SERVICES.

Regular Sailings to NEW YORK.

VIA PANAMA CANAL.

"BOLTON CASTLE"

Sailing about End of May.

LLOYD TRIESTINO.

BRINDISI, VENICE & TRIESTE.

FOR SHANGHAI & JAPAN.

S.S. "AFRICA"

Sailing on or about 31st May.

NANYO YUSEN KAISHA LTD.

(SOUTH SEA MAIL S.S. CO.)

Regular services between

JAPAN, HONGKONG & JAVA.

FOR JAVA.

S.S. "RIOJUN MARU"

Sailing on or about 13th May.

FOR JAPAN.

S.S. "SAMARANG MARU"

Sailing on or about 9th June.

OCEAN TRANSPORT CO., LTD.

(TAIYO KAIJUN KAISHA)

Steamship services Trans-Pacific.

also to Australia, Europe, etc.

NATAL LINE OF STEAMERS.

Taking cargo on through Bills of Lading to South African
ports, with transhipment at Calcutta, in conjunction with
the Indo-China S.N. Co., Ltd., and Apar Lines.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD., Agents.

COASTAL SHIPPING

INDO CHINA STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailing
SHANGHAI	Hopsang	Wed., 12th May at d'light.
TIENSIN	Chipsang	Thur., 13th May at d'light.
SHANGHAI	Chopsang	Thur., 13th May at d'light.
STRAITS & Calcutta	Chaksang	Thur., 13th May at 3 p.m.
MANILA	Loongsang	Fri., 14th May at 3 p.m.
KOBE	Laisang	Sun., 16th May at 5 p.m.
SANDAKAN	Hissang	Thur., 27th May at noon.

CALCUTTA LINE.—This Line now affords regular sailings to
Calcutta, Penang and Singapore. Returning from Calcutta
steamers proceed via Straits and Hongkong to Japan,
occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted
with Electric Light & Fans and carry a fully qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every five days between
Canton and Shanghai, sometime calling at Swatow. Through
tickets can be obtained and through Bills of Lading are issued
all to Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by
vessels with good passengers accommodation, sailings from
both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers
and cargo, calling at Hoihow when inducement offers.

BORNEO LINE.—One sailing per month between Hongkong and
Sandakan by a steamer having up-to-date accommodation
for passengers.

Cargo taken on through Bills of Lading for Kudat, Jesselton,
Labuan, Tawao and Lahad Datu.

TIENSIN LINE.—A regular service is run from March to Nov.
between H'kong & Tientsin calling at Weihaiwei & Chefoo.

CALCUTTA LINE.

s.s. "CHAKSANG" will be despatched on or
about 13th May, for SINGAPORE, PENANG &
CALCUTTA.

Through Bills of Lading issued to RANGOON,
PORT SWETTENHAM and MADRAS.

For Freight or Passage apply to

JARDINE MATHESON & CO., LTD.

General Managers.

Telephone No. 215.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
SWATOW & BANGKOK	Chenglu	11th May at 10 a.m.
AMOY, SHAI & PUKOW	Suiyang	11th May at 4 p.m.
HOIHOW & BANGKOK	Ningpo	12th May at 9 a.m.
SHANGHAI	Sinkiang	13th May at noon.
TIENSIN	Hulchow	15th May at 3 p.m.
SHANGHAI & TSINGTAO	Tean	15th May at 4 p.m.
HAIPHONG	Kailong	16th May at 9 a.m.
MANILA, CEBU & ILOILO	Taming	25th May at 4 p.m.

SHANGHAI LINE.—PASSENGERS, MAILS AND CARGO.
Excellent Saloon accommodation amidst Electric Light and
Fans in Saloon and State-rooms. Regular schedule service between
Canton, Hongkong and Shanghai (twice weekly) and Tientsin
(weekly), taking Cargo on through Bills of Lading to all Yangtze
and Northern China Ports. Passengers are landed in Shanghai
avoiding the inconvenience of transhipment at Whooang.

BANGKOK LINE.—Weekly service to and from B'kot via S'pore

For Freight or Passage apply to

BUTTERFIELD & SWIRE

Telephone No. 36.

Agents.

Hongkong May, 7, 1920.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE

Regular Service of Fast, High Class Coast Steamers having
good accommodation for First Class Passengers. Electric Light and
Fans in state-rooms and Saloon and Excellent Cuisine.

FOR SWATOW, AMOY AND FUOCHOW AND RETURN
(Occupying 9 to 10 days.)

Steamships.	Captain	Leaving.
Haiching	A. H. Stewart	TUES., 11th May at 2 p.m.
Hailong	Ed. Walker	FRI., 14th May at 2 p.m.
Hailong	W. C. Passmore	TUES., 18th May at 2 p.m.

Arrivals and Departures from the Co.'s Wharf (near Blake Pier).

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

PACIFIC SHIPPING.

NEW YORK DIRECT.

Joint service of the

"BLUE FUNNEL" LINE

(Ocean S. S. Co., Ltd. & Calcutta Mail S. S. Co., Ltd.)

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S. S. Co., Ltd.)

Sailings from Hongkong.	via	Leaving.
"CITY OF COLOMBO"	via Suez	17th May.
"EURYMACHUS"	via Panama	25th May.
"HOWICK HALL"	via Suez	27th May.
"TELEMACHUS"	via Panama	10th June.

Steamers proceed via Suez Canal or Panama Canal as Owners' option.

Subject to change without notice.

For freight and particulars apply to

BUTTERFIELD & SWIRE or THE BANK LINE, LD., HONGKONG.

HONGKONG & CANTON REISS & CO. CANTON.

SHIPPING.

VESSELS ARRIVED.

Yesterday the Danish Motor
ship PERU (local agents
Messrs. Thorsen & Co.) arrived
from Copenhagen with 3,100 tons
of general cargo for the North
and 170 tons for Hongkong.
Mooring, Kowloon Wharf.

Yesterday the s.s. LAKE
GILPIN, a United States
Shipping Board vessel consigned
to the Pacific Mail Steamship
Company, arrived from Calcutta
via Saigon with 1,700 tons of
gunnies and 600 tons of rice meal.
—Mooring, C 42.

From Bangkok the KAN-
CHOW brought on Saturday 500
tons of general merchandise.
—Mooring, C 15.

The FUKU MARU from
Bombay consigned here 551 tons
of yarn and 5,017 tons of yarn for
Japan. She is an N. Y. K. vessel.
—Mooring, Kowloon Wharf.

The PROTESILAU, a Blue
Funnel boat, arrived yesterday
from Vancouver with 3,537 tons
of timber, shooks and flour and 63
tons of salmon. She delivered
here 147 bags of mail.

From Saigon the Norwegian
vessel PROSPER brought 2,121
tons of rice for Hongkong. She
had 466 deck passengers, of
whom 34 were Chinese deportees.
—Mooring, C 17.

From Singapore the O. S. K.'s
ANNAM MARU consigned here
yesterday 450 tons of teak and
1,400 tons of rice. —Mooring,
Kowloon Wharf.

The DELAGOA MARU a N.
Y. K. boat, came into port yester-
day from Hamburg via Singapore
with 7,163 of pulp, steel, glass,
ammonia and general goods, for
Japan, and 360 tons of glass and
general goods for Hongkong.
—Mooring, Kowloon Wharf.

MOVEMENTS OF STEAMERS.

The N. Y. K. s.s. INABA M.
(European Line.) left London for
this port via Suez on the 9th
April, and is expected here on
the 19th May.

The N.

TO-DAY'S PICTURES.



HYDROPLANE MAKES FIRST ALPS TRIP

A recent trip over the Alps clearly demonstrated the ability of the hydroplane to perform satisfactorily at high altitudes and over long distances. A daring pilot in the Swiss Air Transportation Service made the journey. Above picture shows the plane when it was 4000 meters up in the air.



LORD ST. OSWALD'S JAZZ BAND.

Lord St. Oswald has recently started a Jazz Band. He is seen above with Mrs. Claude Beddington, the pianist.



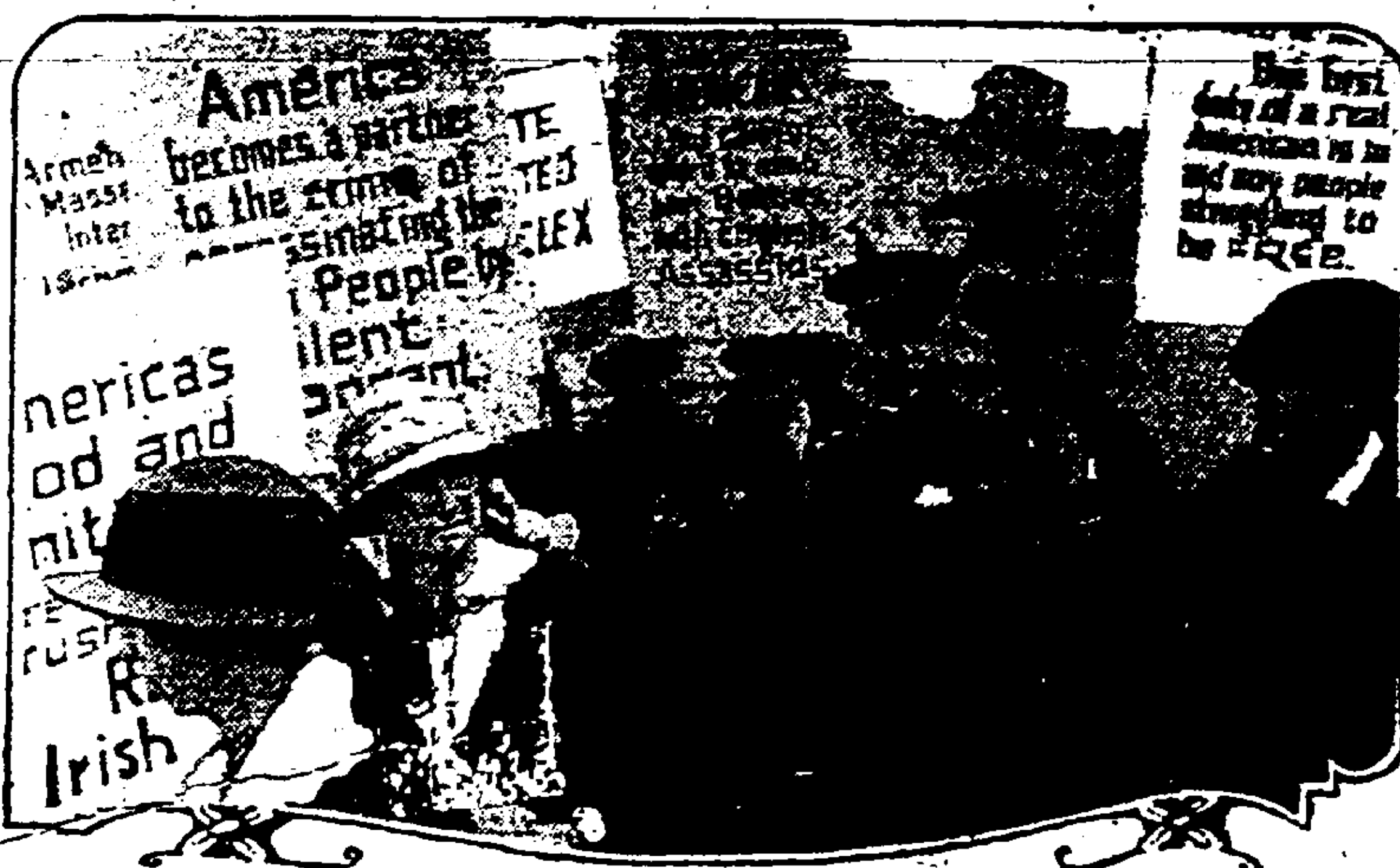
MARY PICKFORD AND HER HUSBAND.

Mary Pickford and Douglas Fairbanks, to whom she was recently married.



OPERA HOUSE DESTROYED.

Photo shows the Opera House at Elgin, Illinois,
destroyed in the recent tornado.



IRISH PROPAGANDA IN AMERICA.

Above are seen women Sinn Fein sympathizers marching past the White House in Washington carrying banners advocating the abrogation of all American Treaties with England until England recognizes Ireland as a republic.



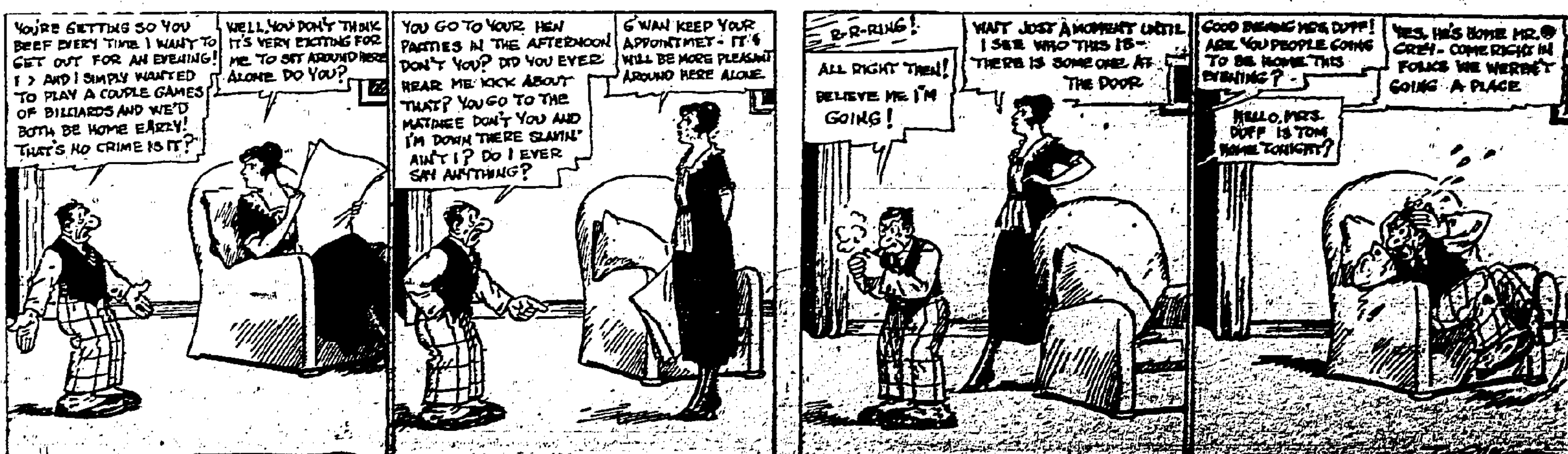
HOUSE COLLAPSE.

One person was killed and ten hurt when this house at Nashville collapsed during the recent tornado in America.

DOINGS OF THE DUFFS

The Battle Was Stopped in the Third Round.

BY ALLMAN



WELL, YOU DON'T THINK
IT'S VERY EXCITING FOR
ME TO SIT AROUND HERE
ALONE DO YOU?

YOU GO TO YOUR HEN PARTIES IN THE AFTERNOON DON'T YOU? DID YOU EVER HEAR ME KICK ABOUT THAT? YOU GO TO THE MATINEE DON'T YOU AND I'M DOWN THERE SLAMIN' AWAY! DO I EVER SAY ANYTHING?

6' WAN KEEP YOUR
APPOINTMENT - IT'S
WILL BE MORE PLEASANT
AROUND HERE ALONE.

B-R-RING!
ALL RIGHT THEN!
BELIEVE ME I'M
GOING!

WAIT JUST A MOMENT UNTIL
I SEE WHO THIS IS—
THERE IS SOME ONE AT
THE DOOR.

GOOD EVENING MRS. DUFF!
ARE YOU PEOPLE GOING
TO BE HOME THIS
EVENING?

YES, HE'S HOME MR. GREY - COME RIGHT IN FORCE WE WERE'NT GOING A PLACE

HELLO, MRS.
DUFF IS TOM
HOME TONIGHT?

